

**RAILWAYS**  
**OF**  
**SRI LANKA**

**Supplement**

**PART I – TEXT**

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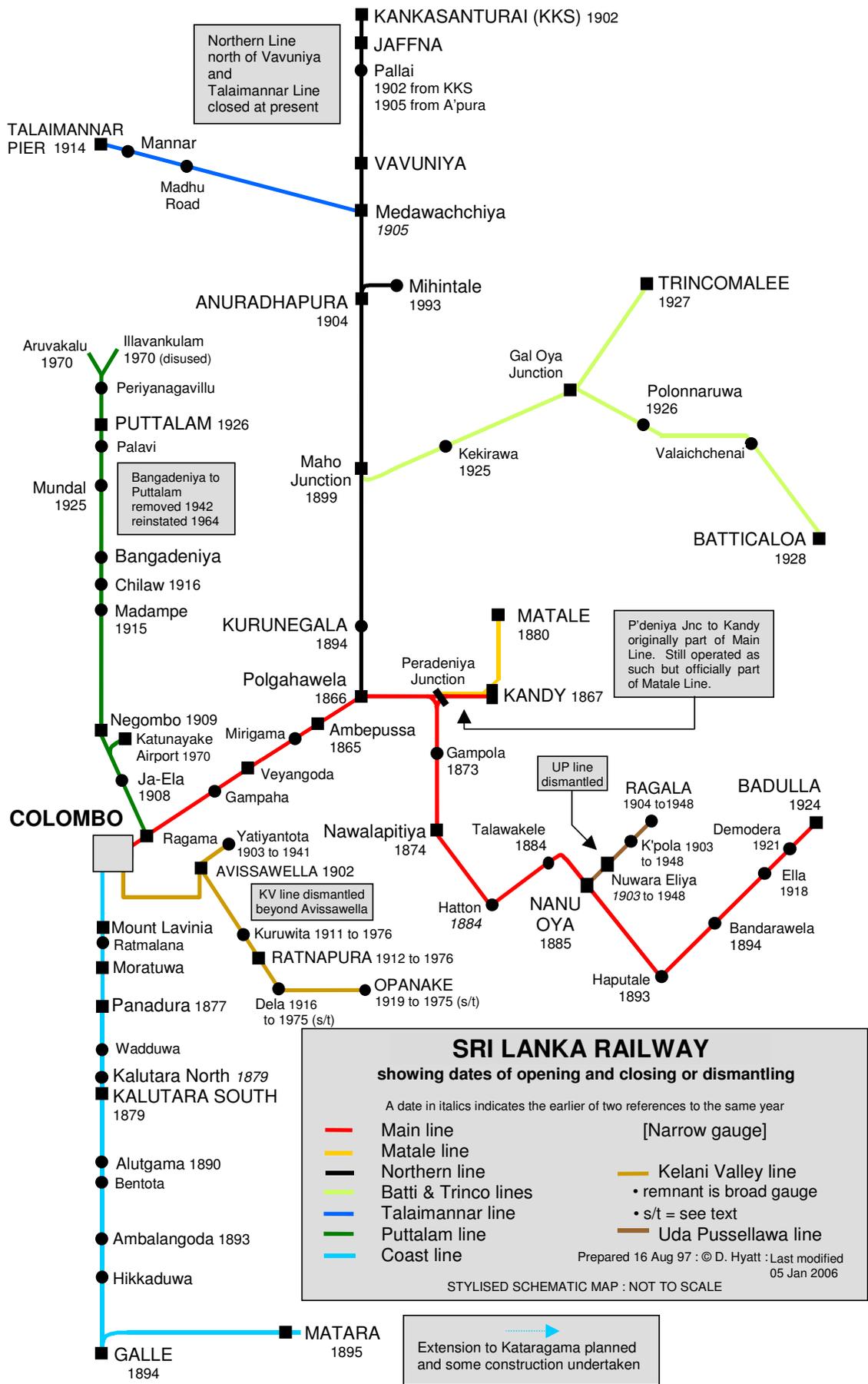


## **Dedication**

*In 2002, John Diandas (Hon FCIT), one of the most knowledgeable transport experts in the world, passed away. He devoted himself unceasingly to proposals to improve transport in Sri Lanka. His ideas were always far sighted yet practical even at a Sri Lankan level and informed by his exceptional knowledge of transport throughout the world – it was sometimes said that there was scarcely a bus route in the UK which he did not know about and his familiarity with other countries seemed just as comprehensive. Although he was the author of numerous reports and critiques of exceptional quality and at one time Chairman of the National Transport Board, financial and political constraints meant that he rarely had the opportunity to see his ideas implemented in Sri Lanka.*

*John Diandas had been a good friend of mine for many years and was always unstinting in his help and support during the time I was collecting information for Railways of Sri Lanka – often we met at 6 or 6.30 in the morning as, despite all his work on transport, he was fully active in the firm of accountants in which he was a partner. When I met him in more relaxed moods my fondest memories are those of sitting watching cricket with him on the television in the bar at the Institution of Engineers of Sri Lanka.*

*It was a privilege to have known John and I would like to dedicate this present work to his memory.*



**Schematic Diagram of the Sri Lanka Railway**

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**SUPPLEMENT**  
**to**  
**RAILWAYS OF SRI LANKA**  
**Part 1 - Text**

**Introduction**

The last modifications to the main text of *Railways of Sri Lanka (RSL)* were made early in 2000 but the book was officially launched at the Chartered Institute of Transport Conference and National Transport Day held in the Bandaranaike Memorial International Conference Hall, Colombo on 23 March 2001. Books issued publicly up to mid-2002 contain a page of Addenda, which updates the information to the time at which a particular batch of books was issued. All books issued since September 2002 contain a page of Addenda updating the information only to September 2002.

Since then, new cumulative updates, data tables, newly available pictures and notification of a small number of corrections have been made through separate articles on the website [www.toccatademon.co.uk](http://www.toccatademon.co.uk). These have now been collected together to form this Supplement.

The first part of the Supplement essentially contains updates to the text of *RSL* while the second part presents newly acquired historic and contemporary photographs and other illustrations.

In addition to making available the results of the author's research, a further hope when publishing a book such as *RSL* is that it will elicit information and obtain recollections from people with experience of the railway. The author would like to thank the many people who have provided him with information since *RSL* was published. They include but are not limited to Selvam Ariaratnam, H.L.R. Fonseka, B.B. Perera, Priyal de Silva, Haritha Waidyaratne, Vinodh Wickremeratne, and P.P.Wijesekera. Specific acknowledgements of photographic contributions are made in the captions in Part 2.

This Supplement is laid out as a set of Enhancements to chapters in *RSL* and numbered to reflect the relevant chapter in *RSL* thus:

S–m.n is the n<sup>th</sup> Enhancement to material in Chapter m in *RSL*

S–Am.n is the n<sup>th</sup> Enhancement to material in Appendix m in *RSL*.

In both cases m is in Roman numerals.

Although placed at the end of this Supplement (page 49) the list of Errata is important and should be used to insert corrections into the main book.

## Enhancements to Chapter III – Additional Historical Information

### S–III.1 The Mattakkuliya Line<sup>1</sup>

An early, proposed line (1876), which in the event was never built, was to Mattakkuliya in the northern suburbs of Colombo. At the time it was proposed, the only lines already in existence were the Main Line and the Breakwater Line. By the time a serious decision was made (1882) the Breakwater Line was used as part of the Coast Line and stations existed at Pettah (Pettah I) and Fort (Fort I).

The Royal Commonwealth Society Library housed within Cambridge University Library is at present unfortunately unable to find the 1878 *Ceylon Papers* with the first discussion of the line. However two later *Ceylon Papers* which discuss the Mattakkuliya Line (1880/2), including the Report of a committee set up to look at the project, are available<sup>2</sup>.

This Report discusses four routes from the Coast Line at Maradana/Pettah/Fort to Layards Broadway and two routes from Layards Broadway to Mattakkuliya Farm<sup>3</sup>, referring to detailed maps which accompany the Report but which the Government, in its wisdom, decided not to print (doubtless for reasons of economy as the Report actually recommended abandoning the project!). This is a great pity as only a rather general description of the route can be obtained from the accompanying text.

#### *Colombo to Layards Broadway*

The favoured route was from the Maradana side (east side) of Pettah (I) station<sup>4</sup>, across Dam St, through a tunnel under Kuruwe Street (Hussainiya Street) and Barber Street (Maha Vidyalaya Mawatha) to Layards Broadway at a point near Green Lodge<sup>5</sup>. This house was the property of George R. de Silva, built in 1868 and demolished about 1994. The frontage is now occupied by Kotahena post office and Naveen Ceramics.

The non-favoured routes to Layards Broadway were (a) from Maradana Junction via Paradise (near the present Sri Bodhiraja Pedesa), (b) from West of Pettah, and (c) from near Fort (I) station

#### *Layards Broadway to Mattakkuliya*

Between Layards Broadway and Mattakkuliya the route is traceable by the fact that the Report refers to

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<sup>1</sup> The author would like to thank Vinodh Wickremeratne for his help in identifying some of the locations mentioned in this section.

<sup>2</sup> The 1876 *Papers* are probably available elsewhere but since the main Report is in the 1882 *Papers* the 1876 *Papers* have not been pursued further.

<sup>3</sup> Farm Road, Mattakkuliya still exists, although there is no longer any farm.

<sup>4</sup> The direction in which the junction would have faced is not clear from the text. However, since the primary purpose of the line was to carry goods between the Wharf and the mills, a facing junction approaching from the Pettah/Wharf direction would have avoided reversals.

<sup>5</sup> It is also mentioned that a tunnel would run under Wolvendhal Street (Ratnajothi Saravanamuttu Mawatha) but this may just be an alternative way of referring to the same tunnel, as Wolvendhal St was at that time contiguous with Barber Street.

- road bridges at ‘Mr Alvis House’ (Alvis Place, Kotahena – the house is still there on high ground), Daniels Road (Dhawalasingharama Mawatha) and Mattakkuliya Rd
- raising roads at Skinners Road North (George R. de Silva Mawatha), Cemetery Road, Bloemendahl Road (K. Cyril C. Perera Mawatha) and Daniels Road (Dhawalasingharama Mawatha)
- stations at Green Lodge or Layards Broadway, Alutmawatta, Madampitiya and Mattakku-liya

The Report also discusses an alternative route between Layards Broadway and Mattakkuliya via Grandpass which is considered better for passenger traffic but not able adequately to serve the mills at Bloemendhal, Uplands, Kotahena and Hulftsdorp. There is also mention of a route from ‘Champagne Villa’ to Mattakkuliya Farm making a curve near to Kelani Mills.

### ***Recommendations***

The Report concluded that the railway was unlikely to give an adequate return as the mill owners would only use the line to carry goods to or from the Wharf if each mill were provided with expensive full siding connections. Distances were short and if mill owners had to use carts to carry goods to/from the railway they would prefer to use carts for the complete journey to/from the Wharf. Also, from the point of view of passenger traffic, it would be better to have a tram route to Layards Broadway and Grandpass, a suggestion which was ultimately implemented.

### **S–III.2 The Hammond Report (1937)**

The existence of a 1937 Report of a Special Commission on the Transport System of Ceylon (the Hammond Report) should be recorded for sake of completeness. Although interesting as an historic document, its recommendations for the railway have not been discussed in the book since (except for some administrative and staffing matters) no major action followed the report. However, because of the interest expressed in the report, its main observations as far as rail transport is concerned are summarised here.

THE FOLLOWING LINES WERE RECOMMENDED FOR CLOSURE:

- a. The whole of the KV Line. This was running at a loss of Rs 403K, partially ameliorated by interchange traffic of Rs 134K. It was recognised that closure would involve the loss of all interchange traffic and therefore only make a net saving of Rs 269K.
- b. The UPR. This was running at a deficit of Rs 74K but contributing a net *profit* of 468 K because of the large amount of interchange traffic. Subject to provision of suitable alternative services to retain interchange traffic, closure was recommended.
- c. The Puttalam Line north of Negombo. This was running at a net deficit of Rs 239K.
- d. The Matale Line beyond Kandy. This was running at a surplus of Rs 72K but would soon require considerable investment either to rebuild the ‘light’ line or construct new ‘light’ locomotives. The fact that there was a profit at all was largely due to Rs 355K of interchange traffic. It was recommended that proper connecting carriers for both passenger and freight should be set up to retain the interchange traffic and the line then abandoned.

- e. The Batticaloa and Trincomalee Lines. These were a special case. They represented a net deficit of Rs 39K and should, as far as the CGR was concerned be closed. However, it was recognised that the Government might need to keep these lines for reasons of policy; if so, a separate account should be set up and the Railway paid for any deficit.

STAFFING: The Railway was overstaffed; malaria was a major problem; staff conditions of service and payment were discussed at length and much administrative restructuring recommended.

SIGNALLING: This was inconsistent, too lavish in some places and not sophisticated enough in others. The need to interlock more starting signals with tablet equipment and more signals with points was flagged.

LOCOMOTIVES: The NOA and New NOA classes ('New NOA' apparently refers to the B1s, thus making a convenient differentiation) were a weak compromise. Their wheel size (53½") was suitable on the gradients but the tractive effort (T.E., 22,620 lb) was too low except for a light load – it was felt that a T.E of about 26,000 lb would be more appropriate. On the other hand, on the level their T.E. was suitable but the wheel size was too small.

GENERAL: The Railway needed to become more commercial with faster trains and fewer mixed trains.

### **S–III.3 The Harbour and Kolonnawa Lines** *[Ref. RSL pages 58/108]*

Stations and halts for the 1927/9 passenger service between Bloemendhal and Kolonnawa were at Bloemendhal, Mahawatta, Nagalagam Street, [URN], Weragoda, Urugodawatta (URW), Meentotamulla and Kolonnawa. URN was a passing place only. Details of the service provided are given in section S–V.1.3.

Halts for the 1979 Maradana to Pettah and Kolonnawa services were at Maligawatte (near LJC), Urugodawatte, Kelanitissa, Mahawatte, Bloemendhal, Aluthmawatha, Lunupokuna/Walkers, Kochchikade/St Anthony's and St John's (Fish Market). The Pettah service was operated by a short S2 power car set and the Kolonnawa service by a T2 railcar. Note that Grand Pass shown on Map 29 indicates a general area rather than a station name: in 1979 both Kelanitissa and Mahawatte halts served the Grand Pass area.

### **S–III.4 Colombo Stations Extensions Scheme and Racquet Court Line**

*[Ref. RSL pages 56 to 58]*

Two interesting plans showing proposals for the Colombo Stations Extension Project in the early part of the 20th century which were recently found in a second-hand bookshop have been brought to the attention of the author by Vinodh Wickremeratne. One shows the Extensions Scheme more or less as implemented with the new Fort III station replacing Pettah I and Fort II but a second shows an earlier proposal in which both Fort II and Pettah I stations would have remained in their original positions, the KV Line would have been extended via Pettah and Fort to Slave Island, the broad gauge track doubled and an extra island platform added at Fort and Pettah together with extra facilities at Slave Island. A branch of the KV

Line would also have run alongside the broad gauge line to the Wharf. That such a scheme existed, with Slave Island as the main station for Colombo, has already been mentioned in *RSL* (p. 57) but the rediscovery of details of the scheme has added considerably to our knowledge.

There is still no definitive date available for the closure of the section of line from Fort station across Olcott Mawatha leading to the Harbour through the Granaries. Although it probably disappeared more than half a century ago, this line still features on some of the latest maps of Colombo indicating the danger of taking information on railway layouts from maps without careful evaluation<sup>6</sup>!

It is known that the part of the line between Chalmers Granaries *and the Harbour* was open until the early 1980s with a level crossing near the Khan clock tower but what needs to be established is the (much?) earlier date of closure and dismantling of the level crossing between Fort and Chalmers Granaries *across Olcott Mawatha*. The author remembers seeing an old level crossing gate forming part of the boundary on the Racquet Court side of Olcott Mawatha in 1979 but this was, of course, after the line was closed. This gate is reported to have been there until as late as 1998!

This line, 'Harbour via Fort', is mentioned in the preambles to WTTs from 1927, 1932 and 1937 but only in connection with a speed limit across Olcott Mawatha. There is no mention of the line or trains which serve it in any of the actual timetable pages and even the mention of a speed-limit has disappeared by the 1942 WTT.

The author received a verbal report that a person 'who was working at NVP in 1949', remembers seeing a train crossing Norris Road as a child but remembers nothing of the line after that. An aerial photograph of Colombo in 1952 shows the line on the Fort side of Norris Road but no obvious line crossing Norris Road. In a conversation in 2005, a retired CGR officer, Mr B.B. Perera, told the author that he remembered the Norris Road crossing being open in 1947 but that it was closed relatively soon after that, probably in the early 1950s, his estimate being 1951. Priyal de Silva also recalls seeing a train crossing from Fort to the Chalmers Granary area in the earlier 1950s, his estimate being 1953/4, but no-one has any later report of this line being open. Thus there seems little doubt that, as reported in *RSL*, the line was closed in the earlier 1950s but the exact date still remains uncertain. CPC trains apparently operated into Chalmers Granaries from the Port and CGR trains between Colombo Yard and the Granaries. There was little or no through working. CGR trains were operated 'as required' rather than to a timetable.

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<sup>6</sup> Another example of this is that many maps over the years have shown lines leaving in an up direction from the north side of Colombo Fort running over a bridge and then to the north of the Hindu kovil and through Colombo Yard to Maradana. In fact all lines from Colombo Fort run to the south of the kovil. Lines from Colombo Yard do extend alongside the running lines just before the bridge into Fort but they are at a lower level to serve the Lake Basin and terminate before the bridge into Fort as shown in *Map 27* of *RSL*. In what is almost *déjà vu* the incorrect maps now however have a semblance of truth as a line from Fort directly into Colombo Yard was built in 2004 to allow S9 units direct access from Fort to Colombo Yard. This line turns off from the northernmost track after it has passed by the lower level Lake Basin sidings.

### **S–III.5 The Kelani Valley Line** [Ref. RSL pages 47 to 51]

#### ***Closing down and removal of the mid- and upper-KV Line***

Some more information has come to light about the closing down and removal of the mid- and upper-KV Line. Essentially this information confirms that already provided somewhat hesitantly in *RSL* but clarifies a number of points.

A document produced by SLR on 25 October 1991 for the inauguration of the project to re-gauge the KV Line, records that a government decision was taken in August 1974 to

- a) close the line to passenger traffic beyond Homagama from 1 January 1975 and
- b) close the [whole KV] line to goods traffic from 1 January 1976.

The suburban service was indeed cut back to Homagama in 1975 (but on 15 April rather than 1 January). However the complete line was not closed to goods traffic from 1 January 1976. In fact the last train to Ratnapura – a special service with mixed stock kept running by the Food Commissioner because it had proved impossible to install a replacement road service – ran on 31 December 1976. The running of this food train to Ratnapura ‘until 1 January 1977’ is referred to in the 1991 document mentioned above and, at a lecture given by the author to BORHT (the British Overseas Railways Historical Trust), a member reported that he travelled by this train on 9 September 1976 from Colombo to Ratnapura where, at that time, the line terminated with buffer stops.

According to SLR tradition the section of the line between Ratnapura and Opanake was closed in 1974 but, on closer examination, the information referred to states only that 46¼ lb rail was used to ‘maintain the track’ to Opanake up until 1974. The well-known railway expert and photographer Dr L.A. Nixon, who was working in Sri Lanka during the earlier part of 1975, has confirmed that the Ratnapura to Opanake section was still open at that time. This section may well have closed later in 1975, possibly on December 31 as previously intended by the Government for goods services on the whole line. However, since dismantling of a line may take some time after services have ceased, a report by the Indian Railways Study Group (IRSG) that railcars and a P1 locomotive were shedded at Opanake until 1976, when they were moved to Ratnapura and the track lifted, may still be correct. Given that track and stock were probably still in place, the IRSG statement that a limited service on the upper KV Line to Ratnapura was offered during the earlier part of 1976 may also be correct but the line was certainly dismantled before September, 1976.

The middle section between Avissawella and Ratnapura was open until the end of 1976 but with no official passenger service between these two points from 1972, despite the continued running of the through trains of mixed stock<sup>7</sup>. In practice, however, it seems that (as mentioned above) passengers were able to use these trains.

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<sup>7</sup> The WTTs up to 1974 (see S–V.1.6) show two through mixed trains each way between Colombo and Opanake although they were officially for goods only on the central section between Avissawella and Ratnapura after 1972. The times of the two trains in 1974 (MDA d 0040, OPK a 0855 and MDA d 0935, OPK a 1725) had changed little from those in 1960 and 1972. It is probable that, after closure of the Ratnapura to Opanake part of the line, the service kept running by the Food Commissioner in 1976 consisted of only one train per day.

Dismantling of the Avissawella to Ratnapura section was in progress in mid-1977<sup>8</sup>. However this does not rule out an IRSG report that some track was in position beyond Avissawella until 1978. The *dismantling* dates given in *RSL* – Ratnapura to Opanake 1976 and Avissawella to Ratnapura 1978 – are thus essentially correct although most of the latter may have occurred in 1977 rather than 1978.

As discussed in *RSL* the suburban service was reinstated beyond Homagama to Padukka in 1977 and to its present terminus at Avissawella in 1978.

The opportunity is taken to record here one other historical feature about the upper KV Line. During the discussion mentioned in S–III.4 an interesting fact came to light: in earlier days salt from Hambantota was brought to Kahawatte by bullock cart for subsequent transport to goods facilities in Colombo.

### **S–III.6 Batticaloa and Trincomalee Lines** [Ref. *RSL* pages 43 to 45]

The bridge at Manampitiya was not originally dual use. Until 1951, there was no road crossing the Mahaweli from Manampitiya towards Batticaloa and vehicles were transported across the bridge by train. A road surface was added in 1951<sup>9</sup>. The bridge at Valaichchenai was apparently always dual use.

The overall distances on the BCO/TCO Lines are the same today as they were in 1937 apparently (and perhaps unexpectedly) indicating that there was no realignment done at the time of rebuilding the lines in the 1950s/60s. An oddity occurred between 1932 and 1937: mileages of stations Palugaswewa to Gal Oya increased by about 33 ch (presumably due to some re-routing of the line immediately before Palugaswewa) but while this increase is carried through beyond Gal Oya to stations on the Trincomalee Line mileages to stations on the Batticaloa Line have not been changed.

### **S–III.7 Recent Way and Works Changes**

#### **S–III.7.1 General**

- a. The rebuilt platform 11 at Colombo Fort was brought into use on 21 July 1999.
- b. An important road overpass carrying Dr Danister de Silva Mawatha (Baseline Road) over the Main Line at Dematagoda opened in September, 2000.
- c. The Coast Line duplication between Panadura and Wadduwa was opened on 19 April 2000. By June 2002 the double track was open to Train Halt No. 1 and fully opened through to Kalutara North on 3 April 2003.
- d. The Puttalam Line duplication between Ragama and Negombo is progressing and is now complete from Ragama to Ja-Ela. The latest stage to Ja-Ela opened on 16 Nov 2003.
- e. At around the time *RSL* was in press (2000), considerable rehabilitation work was done on the KV Line and receipts approximately doubled. However stretches of the third rail,

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<sup>8</sup> A photograph supplied by a correspondent shows dismantling in progress somewhere between Avissawella and Ratnapura in July 1977.

<sup>9</sup> The author would like to thank Mr B.B.Perera for this information.

- the narrow gauge line into platform 10 at Maradana and the narrow gauge track between Maradana and the Running Shed were also removed at that time or shortly thereafter.
- f. Two kilometres of the Kataragama extension beyond Matara to Piladuwa on the bank of the Nilwala River were opened on 3 December 2001. A railbus set operated for a while on this section but was later withdrawn.
  - g. Following a cease-fire agreement between the government and Tamil separatists, a section of the Batticaloa Line from Polonnaruwa to Valaichchenai was re-opened on 19 March 2002. Because of a severe shortage of material, sleepers were double spaced between Welikande and Valaichcheni, the line held directly by bolts without use of clips, etc., a maximum speed of 20 kmph imposed and the line operated using a Train Staff. On 12 April 2003, the line was re-opened to Batticaloa but services were only properly resumed on 11 July 2003. An Intercity train between Colombo and Batticaloa was introduced on 23 Dec 2004.
  - h. A new junction allowing direct entry to the S9 maintenance depot in Colombo Yard from the Fort side was opened on 23 Dec 2004.
  - i. Two new rail halts one close to BPT and one close to WTE on the down Coast line were opened ca. June 2004 to cater for schools in the neighbourhood.
  - j. Konwewa on the Batticaloa Line was made a passing station in March 2003. A new crossing loop with NMA signalling was constructed at Katugoda (Coast Line) in 2005.
  - k. A fourth track on the down side of the current tracks has been laid between Maradana and Colombo Fort. As of June 2007 it is not in use but signalling is in the process of installation.

### **S-III.7.2 The Indian Ocean Tsunami, December 2004**

On 26 Dec 2004 Sri Lanka was hit by a tsunami generated by a magnitude 9.3 earthquake off the NW of Indonesia. The effect was devastating. Parts of the SW, S, E and NE coastal areas were completely destroyed with perhaps as many as 40,000 people killed. Large lengths of the Coast Line were severely affected with track and ballast washed away and bridges and signalling extensively damaged. Ten stations (Paiyagala North, Paiyagala South, Beruwala, Induruwa, Maha Induruwa, Kosgoda, Kahawe, Hikkaduwa, Kumarakanda and Dodanduwa) were severely damaged.

Train no. 50, the early morning fast passenger from Colombo to Matara, headed by 591 *Manitoba*, was wrecked at Telwatte near Hikkaduwa with a loss of somewhere between 1000 and 1500 lives. Later reports suggest this number may be as high as 2500 as about 1000 people are thought to have jumped onto the train hoping to escape after the first wave had hit. This is the world's worst railway disaster, occasioned, of course, by causes over which the Railway had absolutely no control.

In the recovery, military units provided assistance with heavy lifting gear and recovery of bodies. Emergency repairs allowed the less-affected parts of line to be re-opened quickly (Colombo to Kalutara on 3 Jan 2005 and Weligama to Matara at about the same time) but, in a truly remarkable achievement for which great credit must go to the railway officers and staff under the leadership of the GMR, Priyal de Silva, the line was re-laid and re-opened throughout for public use on 21 Feb 2005, 57 days after the tsunami struck. A special trial train had been run on the previous day. The actual dates of resumption of services were Kalutara South-Ambalangoda 7 Feb 2005, Galle-Matara 11 Feb 2005 and Ambalangoda-Galle 21 Feb 2005.

Other lines were less affected but the Batticaloa Line was damaged and closed between Valaichchenai and Batticaloa, and the Trincomalee Line was washed out between China Bay and Trincomalee. Apart from problems with a bridge support near Valaichchenai, these lines were made operational again within a short period although China Bay, Trincomalee and Batticaloa stations were all damaged – services resumed to Trincomalee on 29 December 2004, and to Batticaloa on 7 January 2005. The Puttalam Line was slightly damaged between Colombo and Negombo.

The rebuilt track and bridges are, by SLR standards, of a high quality and bridges have been replaced with provision for double track. The general line speed limit is 80 km/hr and the service has actually been improved by addition of two extra trains in each direction including an express Matara-Galle-Colombo service allowing Galle and Matara commuters a later departure with earlier arrival in Colombo. Train operation by tablet has been introduced where the NMA signalling system was badly damaged with outer home signals (only) operated from lever frames at the stations. At Kosgoda the NMA system has been modified to provide a type of automatic loop with the first train arriving automatically routed into the passing loop. As this is being written in late 2006 much of the NMA signalling system has been restored and on a recent visit the author noticed only two sections still worked by tablet.

While for Sri Lanka as a whole the tsunami has been a most devastating event, the SLR has long experience of dealing with major disruptions caused by floods and landslips. While destruction this time where it occurred was severe, it was more localised than in the disastrous floods of 1957, in which virtually the whole railway system except the Coast Line was put out of action. Yet at that time also the complete system was returned to working condition within two months, under the guidance of L.S. de Silva, then District Engineer (Northern), the father of GMR Priyal de Silva who planned and guided the recovery from the tsunami.

### **S–III.7.3 Proposed and Active Developments** [Ref. RSL pages 60 to 63]

Several possible developments mentioned in *RSL* are still under discussion, some are being actively progressed and some new suggestions or new incarnations of old suggestions (such as a line linking Matale or Kurunegala to Habarana via Dambulla or a line between Panadura and Horana) have been made. Unfortunately, SLR suffers not only from lack of money but also continuously changing expectations depending on the political party, or even Minister, in charge. This means that projects are started (often with great ceremony and a monument built to the starting of the project) but then abandoned or ignored. Furthermore the government is quite happy to give Cabinet Approval for developments for which no finance is available. There is a certain logic in this as it allows finance to be sought with some confidence that, if financed, the project will go ahead but newspaper accounts report such approval as though the development were a certainty and triumph for the government or minister concerned, with the all-important necessity to seek finance noted almost as an afterthought.

A good example is the Kataragama Extension. Considerable engineering work on this extension to the railway was done in the years following 1991 but ceased in 1995. Now the project is again in favour but re-routing via Beliatta means that new survey work and land acquisition proposals have to be undertaken. At the time of writing finance is still being sought.

Among the justifications for building the Kataragama Extension is the need to provide railway connection to Hambantota if this is to develop as a major deep-water port. The author suggested some years ago that an alternative method of serving Hambantota, which would also have the advantage of restoring railway communication to the important city of Ratnapura and improving the Colombo suburban system, would be to rebuild the mid- and upper-KV Line in broad gauge and extend onwards from Pelmadulla through Embilipitiya to reach Nonagama and Hambantota. The previous GMR, Priyal de Silva, arranged for preliminary surveys and the route has been found to be quite practicable. It goes without saying that, for such a route to function, the present KV Line stub to Avissawella would need to be rebuilt to a much higher standard but this would be much to the benefit of long-suffering commuters on this line. In the survey, a cut-off from Padukka directly to Ratnapura via Ingiriya was also investigated and found feasible.

Since 2004, bridge duplications and renewals have been taking place at a considerable rate but although several projects have been completed or are close to being completed (at Polwatu-modera, Kalutara (two bridges), Pinwatte, Kelaniya, Ja-Ela, Seeduwa and Rambukkana), no provision seems to have been made for signalling new tracks where these are required. In some cases such signalling will run up against the problem of Intellectual Property Rights mentioned in S-IV.1 while in other cases it is difficult to make more demands on the already saturated old Maradana CLS panel. Replacement of a number of old bridges between Galle and Matara is now in prospect with finance having already been agreed.

Under one Minister the container service between Ragama and the Harbour already mentioned in *RSL* was actively promoted. For both this and the potential Katunayake Airport express service (about which discussions have been underway with the Chinese since 2004) an additional bridge, currently (June 2007) without track, has been built at Kelaniya but interest in the Ragama container service currently seems to have decreased and the dates given in government-inspired newspaper accounts for the opening of the airport express seem very optimistic.

In connection with the airport express, it seems important to the present author that such a link should not terminate at Colombo Fort but continue through to serve a revamped, stylish Secretariat station (which is better situated than Fort for almost all hotel and administrative purposes), the affluent southern suburbs (from which considerable traffic might come) and the internal airport at Ratmalana as well.

The line between Kandy and Peradeniya Junction has now been given a high priority for duplication (double tracking) as, at certain times of day, it is proving difficult to timetable all the trains desired on this busy stretch of single track.

Although not part of the SLR, it seems appropriate to mention that preliminary ground investigations are being made for building a Colombo Metro Rail system. During the rush hours, Colombo roads are often effectively gridlocked and a tram/light-rail system is urgently needed. The proposal is for the system to be elevated using concrete supports placed down the middle of (initially) the Galle Road from a terminus at Kollupitiya. Later the system would be extended along other important traffic arteries.

## Enhancements to Chapter IV – Track Network, Signalling and Operating Systems

### S–IV.1 Coast Line Colour Light System [Ref. RSL page 92]

Stage 1 of the Coast Line colour light resignalling, installed by the Dutch firm NMA and using Vital Processor Interlocking (VPI) and full track circuiting between Wadduwa (the end of the old CTC system) and Hikkaduwa was opened from Wadduwa to Kalutara on 14 September 1999 and Kalutara to Hikkaduwa in November 2001. However reports that a CTC centre at Galle had been brought into operation, which were incorporated into RSL while it was in press, *were not correct* and the signalling remained locally controlled.

Stage 2 of the resignalling is now complete and was opened to Galle on 13 December 2002 and Matara on 26 Mar 2004. The Hikkaduwa to Galle section is a continuation of the VPI system but the Galle to Matara section uses locally-controlled, relay-interlocked, tokenless block with track circuiting only at the stations. A fibre-optic cable links Maradana to Matara and the CTC centre for the Wadduwa-Galle section is installed at Maradana but software problems mean that CTC and communications systems are still not operating 4 years later and signals remain locally controlled.

Intermediate automatic block has been introduced on single-track sections between Wadduwa and Galle. A second track between Wadduwa and Kalutara North, laid after the Wadduwa to Kalutara North section had been re-signalled as a single line, was operated for some time using a train staff because SLR does not have Intellectual Property Rights to modify the VPI system in house and the cost of having this done by the suppliers is very high. This particular section was in fact incorporated into the VPI system in August 2005 at a cost of € 9M but similar problems seem likely to affect the introduction some of the new lines over duplicated bridges.

A trial of axle counters is being made at Ahangama as their use would avoid the need to check LV boards between Galle and Matara. Semaphore signals controlling level crossings remain in some places.

Unfortunately much of this system was badly damaged in the tsunami of December 2004 (see S–II.4) but on a visit in late 2006, the author noticed that most colour light signals seemed to be operating again with only two sections still worked by Tyer tablet.

### S–IV.2 Ticketing and Train Numbering

Computerised ticketing for the Colombo-Kandy Intercity service was introduced from 2 April 2003.

A new, more-helpful system of train numbering, in which the first digit indicates the route taken by the train, was introduced in 2005.

## Enhancements to Chapter V – Operations

### S–V.1 Old Timetables

When writing *RSL*, the author was informed by SLR staff that no collection of old historic working timetables was available. However, in a chance conversation in 2002, it became obvious that some old working timetables did exist and the author was able to make extensive study of those from 1927, 1932 and 1937 with 1941 update. Later, in 2004, an even larger collection, dating back to 1925 was surveyed for any significant new information. It is unfortunate that as yet no WTTs have come to light from the important period between 1877 and 1908 as these would provide information on services as they were in the days of the old Terminus and Maradana stations, and clarify, for example, the comment from the *Administration Reports* in footnote 127 on page 56 of *RSL*.

#### S–V.1.1 Uda Pussellawa Railway [Ref. *RSL* pages 35/111]

At the time of writing the book *Railways of Sri Lanka*, the only information available to the author on the service provided on the Uda Pussellawa Railway came from notes made by Arthur McGill but the dates to which these referred and indeed their true origin and accuracy were unknown. However the availability of the collection of old Working Time Tables has changed this situation completely.

*In 1927<sup>10</sup>*, the up weekday service consisted of five mixed trains between NOA and RLA, two mixed and two freight trains between NOA and NEY, and a freight train (RR<sup>11</sup>) from KAP to RLA. There was a somewhat reduced service on Sunday. The journey took approximately 50 min between NOA and NEY and 2 hours NEY to RLA.

*In 1932<sup>10</sup>*, four mixed trains (two on a Sunday) ran between NOA and NEY but there was no passenger service by train beyond NEY except on Sundays when one mixed train ran through from NOA to RLA. On weekdays, passengers beyond NEY travelled by road bus with three of the four mixed trains having bus connections from NEY to RLA. Additionally there was one through freight NOA to RLA, one of the mixed trains continued as freight-only from NEY to RLA and there were some local freight trains. The journey time for passengers using the train/bus combination NOA to RLA was about 2 hours.

*In 1940*, all passenger services were withdrawn and the service reduced to two NOA to RLA freight trains per day. All services were withdrawn on 25 August 1948. For some or all of the intervening period a goods lorry service was also operated each day between NOA and NEY.

The detailed Working Time Table for 1927 and summary tables for 1932 and 1940 are shown below.

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<sup>10</sup> The 1925 and 1937 WTTs show services which are essentially the same as those in 1927 and 1932 respectively.

<sup>11</sup> RR = runs as required

## UPR Weekday Service in 1927 (up)

1927	114	115	116	117	118	119	120	121	123	122
UP	SuX	SuX	SuX	SuX	SuX	SuX	SuX	SuX	SuX	SuX
NOA 00:00 d	0505	0710	<i>0735</i>	0835	1205	1426	1545	<i>1830</i>		1950 <sup>X 446</sup>
BPL 04:19 a				0906 <sup>X 440</sup>		1457 <sup>X 444</sup>		<i>1901</i> <sup>X 446</sup>		2021 <sup>X 448</sup>
	d 0538	0743	<i>0808</i>	0914	1238	1505	1618	<i>1909</i>		2029
NEY 06:55 a	0556	0801 <sup>X 440</sup>	<i>0826</i> <sup>X 440</sup>	0932 <sup>X 441/2</sup>	1256 <sup>X 443</sup>	1523	1636 <sup>X 445</sup>	<i>1927</i>		2047
	d 0605	0815		1002	1306		1645			
<i>Pedro 08:68</i> <i>Summer Hill 09:58</i> <i>Portswood 10:61</i>				<i>s</i>	<i>s</i>		<i>s</i>			
KAP 12:31 a	0649 <sup>X 440</sup>	0859 <sup>X 442</sup>		1056 <sup>X 443</sup>	1350 <sup>X 444</sup>		1729 <sup>X 446</sup>			
	d 0655	0907		1120	1410		1745		2020*	
12:40 mc	d 0657	0909		1122	1412		1747		2022*	
<i>St John's 14:71</i>					<i>s</i>					
BKS 16:54 a	0726	0938		1151	1452		1817		2052*	
	d 0730	0942		1155	1504		1825		2057*	
RLA 19:16 a	0750	1002		1215	1524		1845		2117*	
Train Set	[A]+ 1(NEY)	[B]+ 1(NEY)+ 2/3(NEY)	D+0	E+0	A+ 3(KAP)	B+1+3	C+ 3(KAP)	B+0	C+0	D+0

## UPR Sunday Service in 1927 (up)

1927	124	125	126	127	128
UP	Su	Su	Su	Su	Su
NOA 00:00 d	0505	0710	1130	1410 <sup>X 451</sup>	1925
BPL 04:19 a					1956 <sup>X 453</sup>
	d 0538	0743	1203	1443 <sup>X 452</sup>	2004
NEY 06:55 a	0556	0801	1221 <sup>X 451</sup>	1501	2022
	d 0605	0807	1240	1515	
<i>Pedro 08:68</i> <i>Summer Hill 09:58</i> <i>Portswood 10:61</i>				<i>s</i>	
KAP 12:31 a	0649	0851 <sup>X 450</sup>	1324 <sup>X 452</sup>	1559	
	d 0655	0903	1338	1610	
12:40 mc	d 0657	0905	1340	1612	
<i>St John's 14:71</i>					
BKS 16:54 a	0726	0935	1410	1642	
	d 0730	0940	1415	1650	
RLA 19:16 a	0750 <sup>X 450</sup>	1000	1435	1710	
Train Set	[A]+ 1(NEY)+ 3(KAP)	B+ 1(NEY)+ 3(KAP)	[C]?+	A+ 1(NEY)+ 3(KAP)	B+0

### Notes (Up)

Key: 0000 mixed, *0000* (italic) freight, \* runs if required, *s* calls at estate platform  
 All trains stop at BPL for guard to lower signal. All up trains stop at 12:40 mc  
 117 calls at Pedro and Portswood alternately. 118 and 120/127 call at Summer Hill to load tea  
 Interval working: Trains 115 and 116 work at an interval from NOA to NEY  
 Engines of 440, 442 and 119 assist 115, 117 and 120 respectively from NEY to Pedro

### Train Sets

A, B, C: 1 Third, 1 First/Second, 1 Brake  
 D, E: 1 First, 1 Second/Third, 1 Brake

These are augmented for certain journeys. For freight journeys, only the brake of a set is operated (indicated by ' following the set letter).

The page in the 1927 Working Timetable containing rostering information is damaged and not all the assignments and augmentations can be read. The missing set assignments can be deduced and where this has been done it is indicated by the set letter in square brackets - this is also used where one of the assignments appears to be a misprint and has been corrected. However, some of the augmentations remain uncertain. Sets where augmentation is unknown are indicated by +? while sets definitely known to have run unaugmented are shown by +0.

## UPR Weekday Service in 1927 (down)

<b>1927</b>	<b>440</b>	<b>441</b>	<b>442</b>	<b>443</b>	<b>444</b>	<b>445</b>	<b>446</b>	<b>447</b>	<b>448</b>	<b>449</b>
<b>DOWN</b>	SuX	SuX	SuX	SuX	SuX	SuX	SuX	SuX	SuX	SuX
RLA 19:16 d	0550		0810	1022	1235		1610	<i>1905*</i>		
BKS 16:54 a	0610		0830	1042	1255		1630	<i>1925*</i>		
	d 0620		0834	1046	1259		1639	<i>1929*</i>		
St John's 14:71					s					
KAP 12:31 a	0651		0905	1117	1340		1710	<i>2000*</i>		
	d X 114 0705		X 115 0915	X 117 1135	X 118 1352		X 120 1731			
Portswood 10:61 Summer Hill 09:58 Pedro 08:68				s						
NEY 06:55 a	0749		0959	1239	1436		1815			
	d X 115/6 0850	X 117 0945	X 117 1040	X 118 1258	1441	X 120 <i>1709</i>	1845		2005	2108
5:70 mc	d	0856	0951	1046	1304	1447	<i>1715</i>	1851	2011	2114
BPL 04:19 a										
	d X 117 0911	1006	1101	1319	X 119 1502	<i>1730</i>	X 121 1906		X 122 2026	2129
NOA 00:00 a	0942	1037	1132	1350	1533	<i>1801</i>	1937		2057	2200
Train Set	[C]+?	[D]+ 1(114)+ 2/3(115)	A+?	[B]+?	[E]+?	B+0	A+ 3(KAP)	C+0	B+1+3	D+0

## UPR Sunday Service in 1927 (down)

<b>1927</b>	<b>450</b>	<b>451</b>	<b>452</b>	<b>453</b>	<b>454</b>
<b>DOWN</b>	Su	Su	Su	Su	Su
RLA 19:16 d	X 124 0752	1045	1215	1730	
BKS 16:54 a	0812	1105	1235	1750	
	d 0815	1110	1240	1755	
St John's 14:71					
KAP 12:31 a	0846	1141	1311	1826	
	d X 125 0853	1154	X 126 1326	1835	
Portswood 10:61 Summer Hill 09:58 Pedro 08:68					
NEY 06:55 a	0937	1238	1410	1919	
	d 0947	X 126 1255	1421	1940	2050
5:70 mc	d 0953	1301	1427	1946	2056
BPL 04:19 a			1440		
	d 1008	1316	X 127 1445	X 128 2001	2111
NOA 00:00 a	1039	1347	1516	2032	2142
Train Set	C+ 1(NEY)+ 3(KAP)	[A]+?	[B]+?	A+ 3(KAP)	B+ 1(NEY)

### Notes (Down)

Key: 0000 mixed, *0000* (*italic*) freight, \* runs if required, s calls at estate platform

All trains stop at BPL for guard to lower signal

All down trains stop at 5:70 mc

443 calls at Pedro and Portswood alternately

Engines of 440 and 442 assist 115 and 117 respectively from NEY to Pedro

### Train Sets

A, B, C: 1 Third, 1 First/Second, 1 Brake

D, E: 1 First, 1 Second/Third, 1 Brake

These are augmented for certain journeys.

For freight journeys, only the brake of a set is operated (indicated by ' following the set letter).

The page in the 1927 Working Timetable containing rostering information is damaged and not all the assignments and augmentations can be read. The missing set assignments can be filled in and where this has been done it is indicated by the set letter in square brackets - this is also used where one of the assignments appears to be a misprint and has been corrected. However, some of the augmentations remain uncertain. Sets where augmentation is unknown are indicated by +? while sets definitely known to have run unaugmented are shown by +0.

## Summary tables for 1932 (1937) and 1940 – Up direction only

Key: 0000 mixed, 0000 (*italic*) freight, 0000 road bus, \* runs if required, a = arrival time, d = departure time

### 1932 (1937 similar)

		SuX	SuO	SuX	SuX	SuX	SuX	SuX	SuX	SuO	SuX	SuX	SuX
NOA d	0650			<i>0710</i>			<i>1135</i>	1215	1457	1500			1920
NEY a	0738	<=	<=	<i>0758</i>			<i>1225</i>	1303	1551	1548			2008
NEY d	=>	0746	<i>0808</i>	<i>0800</i>	1000		<i>1240</i>	1330	1600	1558	<i>1600*</i>		
KAP a	0809	<i>0846</i>	<i>0838</i>		1023	<i>1126d*</i>	<i>1344</i>	1353	1623	1638	<i>1638*</i>	<i>1642d*</i>	
RLA a	0840	<i>0950</i>			1055	<i>1218*</i>	<i>1500</i>	1425	1655	1740		<i>1737*</i>	

### 1940

	SuX	SuX
NOA d	<i>0545</i>	<i>1425</i>
NEY a	<i>0635</i>	<i>1515</i>
NEY d	<i>0648</i>	<i>1530</i>
KAP a	<i>0732</i>	<i>1637</i>
RLA a	<i>0842</i>	<i>1800</i>

### S–V.1.2 Yatiyantota Branch [Ref. RSL page 49]

*In 1925*, there were three mixed trains per day in each direction. *In 1927*, the up service consisted of two mixed trains and three railcars every day. The mixed trains contained portions off Colombo-Ratnapura/Opanake trains and the railcars generally ran through from locations such as WPT, RPR or HMA. Whether the through sections on the mixed trains included passenger coach(es) is not clear but an interesting feature was that such trains would stop on request at Talduwa, the site of an important race-course just beyond Avissawella, for first-class passengers to alight or join the train. *From 1932*, the Sunday service was reduced to two railcars only. *In mid-1941*, the service was cut to one goods (+III) train and one railcar per day and the last service train ran on 31 December 1941. Journey time was about 1 hour.

### S–V.1.3 Harbour and Kolonnawa Branches [Ref. RSL pages 57 to 58 and 108 to 109]

Between 1927 and 1929, a rail motor service operated between Bloemendhal on the Harbour Line and Kolonnawa. It started on 5 Dec 1927 with eleven rail motors each way per day but this was rapidly reduced to seven rail motors each way on 27 Feb 1928 and remained at this level until the service was withdrawn at the start of the new timetable on 4 Mar 1929.

A slip inserted into the 1927 working timetable gives details of rail motor workings. The rail motors were introduced without official retiming of the regular freight services and comments such as that a particular rail motor service ‘should precede train X’ indicate that some of the regular services had to run flexibly to fit in with the rail motors.

The table below is a synthesis of the service from Kolonnawa to Bloemendhal as operated between 27 Feb 1928 to 3 Mar 1929. Positions of the rail motor halts (see S–AI.3) have been

obtained using distances quoted from Kolonnawa on the rail motor slip in conjunction with the position of two definitely identifiable rail motor halts and an accurate map of Colombo. Note that Bloemendhal rail motor halt is not the same as Bloemendhal BML but (sensibly) beyond the West end of the transfer sidings, close to Bloemendhal Road (K. Cyril C. Perera Mawatha). Bloemendhal (BML, 3:65 mc) was at the East end of the transfer sidings with Mutwal Junction (3:78 mc) at the West end of the transfer sidings<sup>12</sup>. Weragoda RM halt must have been effectively alongside some of the loops and sidings at Urugodawatte Yard and very close to Urugodawatte North.

### The Working Timetable, direction Kolonnawa to Mutwal

Up rail motors were numbered BB<odd no.> and down rail motors CC<even no.>. Up trains were numbered 171 to 183 and down trains 275 to 287. Trains between Bloemendhal and Kochchikade were operated by CPC locomotives. Such trains were generally allowed 5 minutes at Bloemendhal, presumably to change engines.

Key:

a = arrive, d = depart, p = pass – times shown in italics are passing times.

Names of rail motor halts are given in italics.

Train no	BB1 *ERM/RM	171 Gds/Coal	172 RR LE	BB3 RM	173 Oil	174 Coal	175 RR Rubble	BB5 RM	278 Oil	BB7 RM	176 Goods
Kolonnawa KLN	d			0708				0840	0925	1018	
<i>Meetotamulla</i>	d			0710				0841		1020	
Urugodawatte West URW	a			0713				0845	0934	1023	
Colombo Yard CLY	d	0600			0650						1120
Maradana MDA	d	0605			0655						1125
Loco Yard	d		0612			0820					
Loco Jnc LJC	d	0555*	0615			0823					
Lazaretto	a										
Urugoda' West URW	a	0603*			0700						
Urugoda' West URW	d/p	0608	0610	0618	0714	0715	0828	0846	0947	1025	1130
Kolonnawa KLN	a				0724						
Colombo Yard CLY	a								0957		
<i>Weragoda</i>	d	0611			0717			0849		1028	
<i>from Kelaniya</i> Urugoda' East URE	p						0842				
Urugodawatte North URN	p		0612	0620		0830	0845				1132
<i>Nagalagam St</i>	d	0616	follows BB1		0721			0853		1032	
<i>Mahawatta</i>	d	0619			0723			0855		1034	
Bloemendhal BML	a		0616	0624 x275		0834	0849				1136
	d		0621			0836	0854				1140
Mutwal Jnc	p		0623			0838	0856				1142
<i>Bloemendhal (RM halt)</i>	a	0621			0725			0857		1036	
Kochchikade (CPC)	a		0650				0900				1145
Mutwal MWL	a		0633			0848					

**Train 171:** This train is required to follow BB1 so that it cannot actually run at exactly the times specified. This train has a front portion for Mutwal and a rear portion for Kochchikade. Notes say that it is to be separated into two sections at Bloemendahl, the first to go to Mutwal and the second to Kochchikade. However the WTT (which shows departures from BML to MWL and Kochchikade separately) shows only a departure for Mutwal.

<sup>12</sup> Mutwal Junction was **not** (as might have been expected from the name) the junction of Mutwal and Kochchikade lines but the junction at the west end of the transfer sidings. At one time a siding from the north, the Summerhill Oil Siding, also entered at this point as a trailing junction towards the harbour.

Train no	177 Oil	178 Service	179 Coal	180 Goods	181 RR Goods	BB9 RM	182 Goods	285 Oil	BB11 RM	183 Goods	BB13 RM	BB15 ERM	
Kolonnawa KLN d						1503	From Humupitiya	1520	1555		1703	1845	
Meetotamulla d					1505				1557		1705	1846	
Urugodawatte West URW a					1508			1529	1600		1708	1849	
Colombo Yard CLY d	1200	1205	1257	1345	1430						1620		
Maradana MDA d	1204	1209	1302	1349	1434						1624		
Loco Yard d													
Loco Jnc LJC d		1212											
Lazaretto a		1215											
Urugoda' West URW a	1209												
Urugoda' West URW d/p	1224		1307	1354	1439	1509		1545	1601	1629	1709	1849	
Kolonnawa KLN a	1233												
Colombo Yard CLY a								1555					
Weragoda d						1512			1604		1712		
from Kelaniya Urugoda' East URE p							1530						
Urugoda' North URN d/p			1309	1356	1441		1533			1638 <i>Arr 1631 xCC14 at 1637</i>			
Nagalagam St d						1516			1608		1716		
Mahawatta d						1518			1610		1718		
Bloemendhal BML a			1313	1400 x282	1445 x283		1535 x286			1642 (pass)			
d			1320	1405	1450		1540						
Mutwal Jnc p			1322	1407			1542			1644			
Bloemendhal (RM halt) a						1520			1612		1720		
Kochchikade (CPC) a				1410	1455		1545			1647			
Mutwal MWL a			1330										

**Train 183:** This train cannot run at its WTT times between URN and Kochchikade. The WTT shows it as *passing* URN at 1631 and running 7 minutes earlier than shown above to all stations beyond URN. But with the introduction of the rail motors this train was required to cross a Bloemendahl to Kolonnawa rail motor at URN at 1637.

#### S-V.1.4 Synoptic Time Table for 1932

The 1932 timetable given below can be taken as representative of CGR services at the height of the British period. Trains running in a direction away from Colombo are listed (i.e. Down trains on the Coast Line and Up trains on all other lines). The service pattern inbound to Colombo is essentially a mirror image of the outbound service. Light Engines and Empty Coaching Stock trains are omitted.

Note that, in this period, timetables consider the Northern Line as the line from PLG to TMP and the Jaffna Line as the line from MWH to KKS.

Important through trains from Colombo and trains made up of, or carrying, through coaches from Colombo are shown in bold type.

## 1932 Weekday Timetable (Monday-Friday) – Trains Outbound From Colombo

Train No.	Time	Origin	Destination <sup>13</sup> and arrival time	Description and Notes <sup>14</sup>
<i>Main, Northern, Jaffna and Eastern Lines - Long Distance</i> (all trains originating FOT also call at MDA)				
2	0330	MDA	KDT 0820	Goods to PLG, mixed to KDT
9	0610	MDA	NOA 1645 <i>KDT 1145</i>	Mixed Via TT9 <sup>15</sup> from PDA
<b>14</b>	<b>0705</b>	<b>FOT</b>	<b>BAD 1915</b>	Fast Passenger, RC, via PDA loop <sup>16</sup>
<b>16</b>	<b>0725</b>	<b>FOT</b>	<b>TLM 1740</b> <b>KKS 1945</b> <b>BCO 1855</b> <b>TCO 1645</b>	Mixed Forward from MWH by 20 Via 23 from MHO Forward from MHO by 23 and from GOA by 25
<b>27</b>	<b>0800</b>	<b>FOT</b>	<b>KDT 1120</b>	Passenger, RC
30	0900	MDA	NOA 1910 <i>KDT 1335</i>	Mixed (ex CLY 0842) Via TT30 <sup>15</sup> from PDA
32	0940	MDA	KDT 1635	Goods + III (ex CLY 0930)
<b>40</b>	<b>1410</b>	<b>FOT</b>	<b>KDT 1755</b> <b>ANP 1940</b> <b>NVP 1850</b>	Mixed, RC Forward from PLG by 42 Via 41 from PDA
55	1813	FOT	BAD 0910	Mixed to GPH, goods to BAD, via PDA loop
57	1915	MDA	NOA 0550	Mixed, via PDA station
60	1955	MDA	KKS 1250	Goods + III (ex CLY 1945)
<b>61</b>	<b>2015</b>	<b>FOT</b>	<b>TMP 0600</b>	Mixed, RC, SC, POV
<b>63</b>	<b>2100</b>	<b>FOT</b>	<b>KKS 0920</b> <b>BCO 1115</b> <b>TCO 0900</b>	Mixed, SC Via 22 from MHO Forward from MHO by 22 and from GOA by 24
<b>65</b>	<b>2140</b>	<b>FOT</b>	<b>KDT 0155</b> <b>BAD 1145</b>	Mixed, RC, SC, POV; train divides at PDA
68	2200	MDA	BDA 1225	Goods + III (ex CLY 2155), via PDA loop
<i>Main Line (Colombo Suburban) and Colombo Local Lines</i> (trains originating at FOT also call at MDA)				
253	0628	CLY	MWL 0655	Goods/Coal
254	0640	CLY	KLN 0715	Oil
255	0850	LJC	MWL 0913	Coal, ex Loco Yard (0843)
256	0915	URE	BML 0920	Rubble (RR), ex Ragama Quarry (0845)
257	1115	CLY	LJC 1123	Service
34	1130	MDA	GPH 1218	Mixed
258	1132	CLY	KLN 1205	Oil
259	1145	CLY	BML 1203	Goods
260	1250	CLY	MWL 1318	Coal
35	1315	MDA	PLG 1530	Mixed (ex CLY 1300), TC to ANP (train 42)
261	1345	CLY	BML 1401	Goods

<sup>13</sup> The destinations shown for *mixed* trains indicate places to which some part of the train, *not necessarily a passenger coach*, runs through from the origin. In some cases passengers need to transfer to a coach which has been added at some point in the journey or to a coach in a train to which their coach has been added. Cases where this is known to be required have the destination shown in italics.

<sup>14</sup> RC = Restaurant Car, SC = Sleeping Car, POV = Post Office Vehicle, RR = Runs if required.

<sup>15</sup> Transfer Train. A Transfer Train is a train which, as far as passengers are concerned, is a connecting train but which takes through goods vehicles.

<sup>16</sup> An interesting feature is that *on its return working* this train (as number 348) includes a portion for Kandy. This is detached at PDA South Junction to run via PDA to KDT while the FOT portion runs via the PDA loop.

46	1510	MDA	RBK	1800	Mixed (ex CLY 1450), Forward by 47 from PLG
			KRN	1850	
51	1615	MDA	GPH	1703	Passenger, ex MLV
53	1648	FOT	MIR	1823	Mixed
262	1703	URE	BML	1710	Manure, ex HUN (1615)
263	1702	CLY	BML	1721	Goods (RR)
RC30	1801	RGM	GPH	1825	Railcar, ex CHL (14.50)
70	2210	CLY	HUN	2335	Goods

*Main & Matale Line Local Services (Kandy Area)*

RC1	0605	KGW	KDT	0647	Railcar
RC2	0655	KGW	NVP	0855	Railcar, KGW-PDA-NVP
RC5	0900	KGW	KDT	1005	Railcar
TT9	1124	PDA	KDT	1145	Transfer train for train number 9
RC6	1145	KGW	KDT	1228	Railcar
TT30	1324	PDA	KDT	1335	Transfer train for train number 30
RC10	1620	KGW	KDT	1720	Railcar
49	1915	RBK	KDT	2120	Goods (RR)
66	0310	NVP	TKL	0619	Goods
12	0620	KDT	BDA	1520	Mixed
13	0920	KDT	NVP	1035	Mixed
39	1654	KDT	NVP	1805	Mixed
RC8	1515	KDT	NVP	1631	Railcar
41	1725	KDT	NVP	1850	Mixed
111	0433	KDT	MTL	0608	Mixed
112	0743	KDT	MTL	0850	Mixed
RC3	0805	KDT	WGA	0850	Railcar
113	0900	KDT	MTL	1035	Mixed
RC4	0956	KDT	MTL	1105	Railcar
114	1130	KDT	MTL	1240	Mixed
RC7	1445	KDT	WGA	1520	Railcar
RC9	1523	KDT	MTL	1655	Railcar
115	1650	KDT	MTL	1800	Mixed
RC11	1730	KDT	WGA	1808	Railcar
116	1805	KDT	MTL	1915	Mixed

*Uda Pussellawa Line<sup>17</sup>*

122	0650	NOA	RLA	0950	Mixed to NEY, goods to RLA
RB1	0746	NEY	RLA	0840	Road bus
123	0710	NOA	NEY	0758	Goods
RB3	1000	NEY	RLA	1055	Road bus
124	1126	KAP	RLA	1218	Goods (RR)
125	1135	NOA	RLA	1500	Goods
126	1215	NOA	NEY	1303	Mixed
RB5	1330	NEY	RLA	1425	Road bus
127	1457	NOA	NEY	1551	Mixed
RB7	1600	NEY	RLA	1655	Road bus
128	1600	NEY	KAP	1638	Goods (RR)
129	1642	KAP	RLA	1737	Goods (RR)
130	1920	NOA	NEY	2008	Mixed

<sup>17</sup> Full details of the UPR service between 1927 and 1940 can be found in S-V.1.1.

*Northern, Jaffna & Eastern Lines Local Services*

RC37	0742	KRN	WEL	0759	Railcar
15	1055	ANP	MWH	1130	Goods
RC38	1040	PLG	KRN	1125	Railcar
31	1130	PLG	KRN	1215	Mixed
RC39	1400	PLG	MHO	1630	Railcar
<b>42</b>	<b>1559</b>	<b>PLG</b>	<b>ANP</b>	<b>1940</b>	Mixed, ex FOT (1410) & ex MDA (1315)
47	1735	PLG	KRN	1820	Mixed, ex MDA (1510)
1	0100	TLM	TMP	0110	Goods
8	0400	TLM	TMP	0410	Goods
58	2000	TLM	TMP	2010	Goods
RC43	0750	JFN	KKS	0840	Railcar
RC44	0625	PAL	KKS	1015	Railcar
10	0900	PAL	KKS	1115	Mixed
17	1300	JFN	KKS	1410	Goods + III
18	1145	KOC	PAL	1246	Goods + III
RC45	1253	PAL	KKS	1515	Railcar
19	1455	PAL	KKS	1725	Mixed
<b>20</b>	<b>1354</b>	<b>MWH</b>	<b>KKS</b>	<b>1945</b>	Mixed, ex FOT (0725)
RC46	1730	KOC	PAL	1830	Railcar
RC51	0750	VCH	BCO	0850	Railcar
<b>22</b>	<b>0325</b>	<b>MHO</b>	BCO	1115	Mixed
			<b>TCO</b>	<b>0900</b>	Ex FOT (2100), forward from GOA by 24
<b>24</b>	<b>0650</b>	<b>GOA</b>	<b>TCO</b>	<b>0900</b>	Mixed, ex FOT (2100)
RC52	1615	VCH	BCO	1730	Railcar
<b>23</b>	<b>1120</b>	<b>MHO</b>	BCO	1855	Mixed
			<b>TCO</b>	<b>1645</b>	Ex FOT (0725), forward from GOA by 25
<b>25</b>	<b>1430</b>	<b>GOA</b>	<b>TCO</b>	<b>1645</b>	Mixed, ex FOT (0725)

*Puttalam Line*

*(all trains from FOT<sup>18</sup> also call at MDA)*

RC24	0650	CHL	PTM	0850	Railcar
RC25	0606	NGB	CHL	0742	Railcar
3	0345	CLY	CHL	0940	Goods
<b>11</b>	<b>0627</b>	<b>MDA</b>	<b>PTM</b>	<b>1055</b>	Mixed, ex MLV (0500)
28	0820	MDA	CHL	1055	Mixed
33	1027	MDA	LWL	1223	Mixed, ex MLV (0930)
RC26	1235	LWL	CHL	1350	Railcar
RC27	1205	MDA	BLT	1410	Railcar
45	1417	FOT	CHL	1650	Mixed, ex MLV (1343)
RC28	1700	CHL	PTM	1900	Railcar
52	1643	FOT	CHL	1915	Mixed, ex PND (1538)
54	1723	FOT	KCH	1855	Mixed, ex MRT (1632)
56	1840	MDA	NGB	1950	Mixed, ex ALT (1535)
RC29	2000	NGB	CHL	2140	Railcar (fast)
62	2035	MDA	NGB	2155	Mixed, ex MRT (1915)

*Kelani Valley Line (Long distance and Colombo Suburban)*

*(all trains originating at FOT also call at MDA)*

135	0300	MDA	AVS	0630	Goods
136	0330	MDA	WGG	0550	Goods

<sup>18</sup> Departure times for trains running through from the Coast Line are only given from FOT when starting the journey at FOT does not involve an unduly long wait at MDA.

140	0440	MDA	HMA	0603	Passenger
142	0620	FOT	PAN	0716	Passenger
143	0700	MDA	NUG	0741	Passenger
147	<b>0723</b>	<b>FOT</b>	<b>OPK</b>	<b>1400</b>	Mixed
			<b>YTO</b>	<b>1125</b>	Forward from AVS by 166 (see S-V.1.2)
148	0818	FOT	HMA	1007	Mixed
149	1027	MDA	HMA	1145	Passenger
<b>150</b>	<b>1150</b>	<b>FOT</b>	<b>OPK</b>	<b>1905</b>	Mixed
			<b>YTO</b>	<b>1615</b>	Forward from AVS by 167 (see S-V.1.2)
151	1303	MDA	HMA	1420	Passenger
152	1415	FOT	WGG	1632	Passenger
154	1615	FOT	PAN	1720	Passenger
155	1645	FOT	AVS	1942	Passenger
157	1715	FOT	HMA	1834	Mixed
158	1745	FOT	PAN	1842	Passenger
160	1840	FOT	MGD	2028	Passenger
161	1940	FOT	PAN	2052	Passenger
162	2045	FOT	HMA	2211	Passenger
<b>165</b>	<b>2330</b>	<b>FOT</b>	<b>OPK</b>	<b>0815</b>	Mixed

*Kelani Valley Line Local Services*

RC76	0840	AVS	YTO	0942	Railcar
166	1025	AVS	YTO	1125	Mixed
RC77	1210	AVS	YTO	1305	Railcar
167	1515	AVS	YTO	1615	Mixed
RC73	0624	AVS	RPR	0810	Railcar
RC74	0722	PDK	AVS	0840	Railcar
RC72	0705	RPR	KHW	0834	Railcar
RC75	1010	RPR	OPK	1200	Railcar

*Coast Line - Long Distance*

(all trains originating at MDA also call at FOT)

516	0230	MDA	GLE	0840	Goods
517	0340	MDA	MTR	1025	Mixed
<b>526</b>	<b>0730</b>	<b>MDA</b>	<b>MTR</b>	<b>1303</b>	Mixed
533	1150	MDA	GLE	1545	Mixed
<b>540</b>	<b>1450</b>	<b>MDA</b>	<b>MTR</b>	<b>1902</b>	Fast Passenger
546	1645	MDA	GLE	2018	Passenger
554	1900	MDA	GLE	2255	Mixed, POV

*Coast Line (Colombo Suburban)*

(all trains originating at MDA also call at FOT)

519	0552	MRT	PND	0605	Passenger
520	0548	MDA	MRT	0642	Mixed
521	0606	MDA	PND	0721	Mixed
522	0620	MDA	ALT	0937	Mixed
523	0646	MDA	MLV	0722	Passenger
524	0700	MDA	MLV	0736	Passenger
525	0710	MDA	MLV	0752	Passenger
527	0745	MDA	MLV	0821	Passenger
528	0815	FOT	PND	0922	Passenger
530	0840	MDA	MLV	0923	Passenger
531	0950	MDA	ALT	1218	Mixed
532	1100	MDA	MRT	1154	Mixed
534	1240	MDA	MLV	1316	Mixed

535	1323	MDA	MRT	1417	Mixed
537	1415	MDA	PND	1525	Passenger
538	1435	MDA	MLV	1511	Passenger
542	1510	MDA	IDA	1746	Mixed
543	1530	MDA	MRT	1624	Passenger
544	1610	MDA	MLV	1647	Mixed
545	1637	MDA	PND	1748	Passenger
547	1652	MDA	MRT	1743	Passenger
548	1705	MDA	MLV	1738	Passenger
550	1715	MDA	ALT	1924	Passenger
551	1735	MDA	MRT	1830	Mixed
552	1810	MDA	PND	1921	Mixed
553	1840	MDA	MRT	1934	Passenger
555	1948	MDA	MRT	2041	Passenger
556	2030	MDA	ALT	2247	Mixed
557	2115	MDA	PND	2222	Mixed

*Coast Line Local Services (Galle area)*

RC162	0650	HKD	GLE	0748	Railcar
RC163	0627	ALT	GLE	0915	Railcar
RC165	1310	HKD	GLE	1400	Railcar
RC168	1620	HKD	GLE	1718	Railcar
RC160	0543	GLE	ANM	0628	Railcar
RC161	0630	GLE	MTR	0817	Railcar
RC164	1040	GLE	MTR	1235	Railcar
RC166	1415	GLE	MTR	1645	Railcar
RC167	1647	GLE	ANM	1745	Railcar
RC169	1840	ANM	MTR	1940	Railcar
RC170	1815	GLE	ANM	1913	Railcar

*Other through coaches*

NOA to TMP using trains 370 (1315 NOA to MDA) and 61 (2015 FOT to TMP)  
 KKS to TMP using trains 388 (1810 KKS to FOT) and 61 (2015 FOT to TMP)

**S-V.1.5 Puttalam Line ca. 1940** [Ref. RSL pages 45 to 47 and 104]

The author's copy of the 1937 WTT has much interesting information as it is annotated by hand with changes which occurred up to 1942. For example, it is well known that the Puttalam Line beyond Bangadeniya was lifted during WW2 but the details can now be documented:

- a. In 1937, the service beyond Chilaw comprised three railcars and one mixed train daily, the mixed train taking 1 hr 48 min from Chilaw to Puttalam
- b. From 1 Oct 1939 the railcar service was withdrawn.
- c. Loop lines at Mundel and Madurankuli were removed on 12 Aug 1940, although, as neither of these is shown as a crossing place, these were probably goods loops.
- d. From 1 Feb 1941 the maximum speed was reduced from 35 mph to 20 mph.
- e. From 2 June 1941 speeds in some sections were reduced to 12 mph and level crossing gates operated by the guard. Running times were extended Chilaw to Puttalam taking 2 hr 47 min.
- f. From 1 Nov 1941 the speed limit was 12 mph throughout. Running times were greatly extended Chilaw to Puttalam taking 4 hr 2 min.

- g. From 1 Jan 1942 a goods and parcels service continued but passenger service was restricted to 3rd class only **at the passenger's own risk**.
- h. At a later unspecified date the line between Bangadeniya and Puttalam was lifted. The reason that the Chilaw to Bangadeniya section survived was apparently at the insistence of the firm of Bours who maintained the station at Bangadeniya almost privately for unloading fertiliser for their estates in the vicinity.

### **S–V.1.6 Miscellaneous Information obtained from old WTTs**

Little extra information was found from the perusal of the full collection of old WTTs (see S–V.1), which ranged in date from 1925 at irregular (typically four-year) intervals up to the last *full* WTT (which to the best of the author's knowledge is still 1994 although, of course, many new updates have been issued since then!). Various items were found confirming tentative dates suggested *RSL* or at least not conflicting with them and it was possible to tabulate in more detail changes in KV line services and a number of miscellaneous items listed here.

- *Change of name Maradana Junction to Maradana*. WTTs up until 1960 have *Maradana Junction* but the 1964 and subsequent WTTs have *Maradana* only.
- *Alagalla become Ihale Kotte* in 1972. Tyler tablets issued at Alagalla still have the three letter code ALA (last checked in 1998 but there is no reason to suppose that they have changed since then.) [A similar name change occurred with Hanguran Oya (Inguru Oya).].
- *The Ragama Quarry Line* was still present in the speed limit section of the 1972 WTT but did not feature in the timetables themselves. It appears to be completely absent from later timetables. This is consistent with verbal reports quoted in my book that the line was dismantled around 1973.
- *Ruhunu Kumari timing in 1957*: MDA d 1550, FOT d 1610, ALT a/d 1712/1713, ABA 1738, GLE a/d 1812/1820, WLM 1852, MTR a 1910 and thus 3 hours exactly FOT to MTR. The current timing, albeit with 4 extra stops, is 3 hr 30 min.
- *The KV Suburban service*: In 1960 there were AVS (1), WGG (2), PDK (1) and several HMA trains but in 1974 this was down to 1 AVS, 1 PDK and several HMA trains but with the train from AVS running at the non-commuting time of 1256. In 1978, as reported in *RSL*, only the FOT to PDK section was open but the line was reopened to AVS at the end of the year. The 1982 service is shown in *RSL*; in addition to the 3 daily baby trains PDK to AVS, there was a further baby train SO between PDK and WGG. Baby trains to Avisawella crossed the main road and ran beyond AVS to a halt called Avissawella Town Halt (codes ATH, 9 060) which must have been situated before the bypass towards Ratnapura which runs on the old railway alignment. ATH had disappeared in the 1988 WTT.

### **S–V.1.7 Current SLR Timetable** [Ref. *RSL* pages 96 to 108]

Since *RSL* was published many changes have occurred in the current SLR timetable. In particular the line to Batticaloa has been reopened so that PLN departure times are now only of academic interest (c.f. *RSL* page 104).

Although entitled a Supplement, what is effectively a new Working Timetable was operational from 1 October 2006. A large number of amendments were issued on 10 October and perusal of the Supplement shows that some obvious errors have still not been corrected. Nevertheless the new pattern of long distance<sup>19</sup> passenger services from Colombo Fort is as follows:

Dep Time	To	Arr Time	Notes
0400	NOR <sup>20</sup>	(0827)	Calls MDA (0404/0405)
0545	VNA	(1215)	<i>Yal Devi</i> change MHO for BCO (1600) and MHO and GOA for TCO (1340)
0555	BAD	(1555)	<i>Podi Menike</i> change PDA for KDT (0856)
0655	MTR	(1117)	Originates MDA (0630)
0700	KDT	(0934)	ICE
0735	PTM	(1210)	Calls MDA (0740/0741)
0835	MTR	(1227)	Originates KDT (0500); calls MDA (0803/not listed)
0845	TCO	(1605)	Change GOA for BCO (1810)
0930	BAD	(1850)	<i>Uda Rata Menike</i> via PDA loop
1030	MTR	(1426)	<i>Rajarata Ragini</i> originates VNA (0315); calls MDA (0949/0955)
1035	MTL	(1523)	Calls KDT (1352/1400)
1040	ANP	(1605)	Calls MDA (1045/1047)
1130	NOR <sup>20</sup>	(1533)	Calls MDA (1134/1135)
1240	HTN	(2000)	Via KDT (1558/1710)
1345	VNA	(2010)	<i>Rajarata Ragini</i> originates MTR (0930)
1405	MTR	(1825)	<i>Galu Kumari</i> originates MDA (1340)
1535	KDT	(1808)	ICE
1550	MTR	(1915)	<i>Ruhunu Kumari</i> originates MDA (1540)
1620	VNA	(2110)	ICE
1635	KDT	(1942)	Calls MDA (1640/1642)
1642	MTR	(2025)	<i>Sangarika</i> originates MDA (1635)
1705	PTM	(2046)	Calls MDA (1710/1711)
1710	KRN	(1916)	To MHO FO (2027); calls MDA (1714/1715)
1712	GLE	(2034)	<i>Samudra Devi</i> originates MDA (1705)
1725	GLE	(2110)	Originates MDA (1720)
1735	KDT	(2043)	Originates MTR (1310)
1750	MHO	(2115)	Calls MDA (1755/1757)
1800	MTR	(2207)	Originates MDA (1750)
1915	BCO	(0400)	ICE/Mail; change GOA for TCO (0520)
1930	GLE	(2255)	Mail
1940	BAD	(0547)	Mail via KDT (2238/2250)
2130	VNA	(0500)	Mail
2215	BAD	(0845)	Sleeper via PDA loop
2200	TCO	(0625)	Mail; change GOA for BCO (0937)

Compared with previous timetables discussed in *RSL* and Addenda to *RSL* the following may be noted.

- a. Podi Menike no longer runs via Kandy but a connecting train to and from Peradeniya Jnc is provided. This has three advantages: it avoids use of by the down train of the congested PDA/KDT section and KDT station at the height of the rush hour; it cuts the through journey time by nearly one hour; it allows the observation saloon to be formed at the tail of the train throughout the journey.

<sup>19</sup> These are taken as all trains running to Northern and B&T Lines, trains to beyond RBK on the Main Line, to GLE and beyond on the Coast Line and to PTM and beyond on the Puttalam Line.

<sup>20</sup> Noor Nagar, a small station approximately 4 km beyond PTM

- b. There is now no IC (officially it was F/Pass) to/from Galle but the Coast Line service has been restructured to include a new fast train *Sangarika*.
- c. The Intercity train between Colombo and Batticaloa was introduced from 23 Dec 2004.
- d. It appears that all services from Colombo to BCO and TCO operate as separate trains (with connections at GOA) rather than as trains which are divided at GOA. However there have been previous occasions when timetables seemed to show no through coaches but the service was in fact provided by through coaches.

From 4 October 2007 the two departures from Colombo Fort at 1940 and 2215 for Badulla have been combined into one train leaving Colombo at 2015.

### **S–V.2 Updated Passenger Travel Matrix** [Ref. RSL page 118]

Data on passenger travel patterns in March 2004 have been examined. The results are given in the travel matrix below and update those given in Table V.9 of RSL.

## SLR SIMPLIFIED TRAVEL MATRIX (2004)

Figures in this table are in average number of passengers per day rounded to nearest whole number

0. indicates a figure which rounded to zero while 0 indicates no passengers at all for that section.

From v	To >	FOT	MDA	ML1	ML2	ML3	ML4	ML5	→	→	ML6	ML7	ML8	NL	BCO1	BCO2	TCO	CL1	CL2	CL3	CL4	CL5	CL6	CL7	CL8	PT1	PT2	PT3	PT4	KV1	KV2
		0	175	7544	9901	4660	5655	1165	1081	68	248	585	270	1878	36	166	184	203	3793	2301	2144	854	515	1042	372	1440	1274	691	40	2415	123
FOT		190	0	2590	1839	459	427	53	18	0	5	0.	0.	84	0	0	0	175	1556	1697	2044	1018	1177	1314	432	409	316	123	8	631	16
MDA		7600	2409	4244	4365	1373	1387	100	70	3	17	27	12	196	6	6	6	1214	702	179	153	88	46	65	25	743	1282	410	31	91	3
ML1		9520	1779	4770	5177	3159	2815	161	82	2	10	20	7	236	8	10	9	2018	771	52	54	22	14	35	31	63	37	8	0	24	0
ML2		4577	440	1344	3162	979	2152	140	66	2	20	29	17	212	6	9	9	818	298	14	18	5	6	19	19	16	3	2	0	4	0
ML3		5789	453	1442	2820	2323	6367	848	129	2	26	56	40	428	9	27	8	857	390	30	27	14	8	28	19	12	6	0.	0	4	0
ML4		1156	105	155	170	160	883	1397	667	34	181	38	24	21	0.	0.	0	111	55	6	8	6	6	16	13	1	4	0	0	1	0
ML5		1237	15	84	67	64	172	724	146	882	1040	138	68	1	0	0.	0	49	75	18	16	10	14	46	50	2	2	3	0	3	0
MT1		43	1	3	2	1	2	25	804	2029	85	4	0.	0	0	0	0	1	0.	1	1	1	0.	0.	0	0	0	0	0	0	0
MT2		221	8	28	11	22	27	158	1174	149	1752	997	63	3	0	0.	0.	4	3	2	2	1	1	4	1	0.	1	0.	0	0	0
ML6		435	5	41	21	25	56	31	145	4	812	1945	525	6	0	0.	0.	0	21	7	4	1	1	4	3	0.	1	0.	0	0	0
ML7		228	11	25	16	22	51	24	59	1	65	520	1563	4	0	0	0.	0.	3	3	2	1	1	2	0.	0.	1	0.	0	0	0
ML8		1901	160	197	258	194	392	26	4	0.	2	6	4	4291	38	43	17	207	72	23	29	15	16	47	45	4	2	0	0	2	0
NL		35	3	5	8	6	6	0.	0	0	0	0	0	32	75	72	18	0	1	0.	0.	0.	0.	0.	0.	0	0	0	0	0	0
BCO1		143	0.	6	6	4	8	0.	0.	0	0	0	0	30	66	471	32	0.	1	1	0.	0.	0.	2	1	0	0.	0	0	0	0
BCO2		231	4	9	9	7	9	0.	0.	0	0.	0.	0.	16	17	40	55	0.	2	1	1	0.	1	2	6	0	1	0.	0	0	0
TCO		222	166	1134	1884	819	832	108	33	1	4	0.	0.	165	0	0	0	109	2391	1469	1119	552	106	86	7	542	485	296	9	175	2
CL1		4104	1511	655	746	294	368	46	29	0.	4	24	3	49	0	0.	1	2562	2043	1400	1116	704	256	376	90	179	160	101	5	18	4
CL2		2230	1615	169	43	12	23	3	8	1	0.	8	2	18	0.	0.	1	1491	1254	138	377	272	124	119	52	10	19	8	2	2	0
CL3		2068	1945	146	47	16	20	6	8	0.	1	6	1	20	0.	1	0.	1184	990	372	195	436	269	272	93	5	9	3	0	1	0
CL4		905	948	56	18	4	11	5	6	0.	1	1	1	12	0.	0.	1	643	624	234	321	191	294	295	55	1	2	1	0.	1	0
CL5		618	1125	40	14	6	5	4	11	0.	1	1	1	15	1	0.	1	170	289	144	305	369	792	1266	64	1	1	1	0	0	0
CL6		1384	1088	67	38	17	29	14	40	1	5	6	2	44	0.	2	4	156	396	129	258	314	1372	1913	1209	2	10	1	0.	1	0
CL7		627	358	29	36	18	23	13	44	2	4	17	1	46	0.	2	8	5	118	50	78	53	54	1372	1981	3	5	2	0	3	0
CL8		1327	444	778	62	17	14	3	1	0.	0.	0.	0.	5	0	0	0	556	197	14	5	1	0	1	1	191	529	153	52	2	0
PT1		1300	260	918	34	5	6	4	2	0.	0.	1	0.	3	0.	0.	0.	504	168	15	13	2	2	6	4	466	1452	1021	71	4	0
PT2		748	155	382	7	2	0.	0.	0.	0	0.	1	0.	0.	0	0.	0.	325	124	12	8	2	1	3	2	157	1001	1966	339	1	0
PT3		63	24	34	0.	0	0	0	0	0	0	0	0	0	0	0	0	15	6	2	0.	0.	0	0.	0.	45	89	343	195	0	0
PT4		2727	759	92	27	6	5	3	2	0	0.	1	0.	3	0	0	0	215	26	2	2	1	1	3	4	3	5	1	0	7317	854
KV1		116	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	556	177
KV2																															

### Notes and codes

ML1 = Dematagoda to Ragama	ML2 = Walpola to Gampaha	ML3 = Daraluwa to Veyangoda	ML4 = Wadurawa to Polgahawela	ML5 = Panaliya to Peradeniya
ML6 = Geliyo to Nawalapitiya	ML7 = Inguru Oya to Nanu Oya	ML8 = Perakumpura to Badulla	MT1 = Sarasavi Uyana to Kandy	MT2 = Mahaiyawa to Matale
NL = Talawatteggedera to Vavuniya	BCO1 = Korwewa to Gal Oya	BCO2 = Manampitiya to Battiloa	TCO = Agbopura to Trincomalee	CL1 = Kom'diya to Bambalapitiya
CL2 = Wellawatte to Moratuwa	CL3 = Korawalwa to Panadura	CL4 = Pinwatte to Kalutara South	CL5 = Katukurunda to Alutgama	CL6 = Bentota to Ambalangoda
CL7 = Madampagama to Galle	CL8 = Katugoda to Matara	PT1 = Peralande to Ja-Ela	PT2 = Tudella to Negombo	PT3 = Kattuwa to Chilaw
PT4 = Bangadeniya to Puttalam	KV1 = Baseline Road to Padukka	KV2 = Pinnawala to Avissawella	FOT = Colombo Fort	MDA = Colombo Maradana

## Enhancements to Chapter VI – Locomotives and other Motive Power

### S–VI.1 Newly available historic information [Ref. RSL pages 142 and 158]

Section 7.5.7: Bagnall WB 1798 and WB 1859 locomotives were built in 1906/9 for the Ceylon Irrigation Department.

Additional locomotives supplied to Ceylon *but not previously noted in RSL* were (in chronological order):

- Bagnall WB 315, a 2' 6" gauge 0-4-0T with 5" x 7½" cylinders supplied to Clarke & Co in 1880
- Bagnall WB 1997, a 2' 6" gauge 0-4-0ST with 21½" driving wheels and 7" x 12" cylinders supplied to the Crown Agents, Ceylon in 1913
- Hunslet HE 1949, a 2' gauge 0-4-0 diesel supplied to the Crown Agents, Ceylon in 1938
- Ruston Hornsby RH 247288, 5' 6" gauge 0-4-0 DM supplied to the Crown Agents in 1947. The use to which this was put is not known.
- Ruston Hornsby RH 306086, 5' 6" gauge 0-4-0 DM of 88 hp for the Cement Corporation supplied via the Crown Agents in 1950.
- Jenbacher 8,133 and 8,143, two 600 mm (1' 11½") gauge 0-4-0 DM locomotives of type JW8 supplied in 1952 and 1951 respectively. The purpose of these is not known but possibly they were for use in the salterns.
- Diema (Diema Maschinenfabrik, Diepholz [D]) 3025 to 3028, four, 4-wheel, 610 mm (2') gauge, DM locomotives (gear driven to both axles), type DS 30/6 supplied to the National Salt Corporation in 1968
- Hunslet HE 7214/5, two 5' 6" gauge 0-6-0 DM 500 hp diesels supplied to Kankasan Cement (KKS) in 1970
- Diema 3201 to 3208, eight 900 mm (2' 11½") gauge diesel locomotives type DTL30/1.1 supplied to United Tractor and Equipment Ltd, Colombo in 1971. The use to which these were put (or whether they were in transit) is not known.

Until around 1962 at Nawinna (KV Line) on the outskirts of Colombo there used to be a set of quite extensive 2' 6" gauge sidings used by the Colombo Commercial Company – this is now the Arpico factory area. CCC apparently had their own 0-4-0T (N) shunter (possibly one of those listed above) at Nawinna.

The railcars 321 to 327 (R3), 328 to 330 (V1) and 331 to 333 (V2) were originally numbered S21 to S33.

### S–VI.2 Route Availability Tables

#### *Current Diesel Locomotives*

The most recent full list in the author's possession dates from the WTT of 1988. Recent (2006) discussions with the Chief Locomotive Foreman (Mr H.L.R. Fonseka) have however enabled a complete current list to be assembled.

- a. M2 and M2A are not allowed above RBK on the Main Line or on the KV Line but are otherwise unrestricted.
- b. M2B and M2D are not allowed on the KV Line but are otherwise unrestricted.
- c. M2C are not allowed anywhere except on the Coast and Main Lines between Ratmalana and BAD.
- d. M4 are not allowed above NVP on the Main Line or on the Matale and KV Lines. Otherwise they are unrestricted.
- e. M5 (all types) are permitted everywhere except on the KV Line.
- f. M6 are permitted everywhere except the Matale and KV Lines.
- g. M7 are permitted everywhere except on the Batticaloa and Tricomalee Lines. They are permitted on the KV Line but not used there.
- h. M8 and M8A are not allowed on the Main Line above NVP or on the KV Line but are unrestricted elsewhere.
- i. M9 are not allowed above NVP on the Main Line or on the Matale and KV Lines.
- j. W1, W2<sup>21</sup>, W3 and Y are permitted everywhere including the KV Line.

### *Steam Locomotives as in 1937*

Restrictions on steam locomotives changed as lines were improved or rebuilt at various times. The table below is a snapshot of the regulations as in 1937. In 1937 most of the section VNA to KKS and the whole of the BCO and TCO Lines were light railways constructed with 46¼ lb rail. After rebuilding (VNA to KKS in 1942<sup>22</sup> and again in the 1950/60s and MHO to BCO/TCO in the 1950/60s) heavier locomotives were allowed on those lines.

- indicates that these locomotives may not operate on the particular route.
- + indicates that these locomotives may operate on this route.
- (+) indicates that these locomotives may operate on the particular route provided they are not coupled together.

Where not otherwise indicated in the table or the remarks, locomotives are not restricted.

Class	NVP – BAD	MYA – MTL	VNA – KKS	BTLR	KLN sidings	GLE – MTR	PTM Line	Remarks
A1, A2	●	●	●	●	●	●	●	[1]
A3	●	+	(+)	(+)	●	+	+	
B1 to B6	+	●	●	●	+	+	+	
B7	●	●	●	●	+	+	+	
B8	●	+	+	(+)	●	+	+	
B9, B10	●	+	+	(+) [2]	●	+	+	
C1	●	●	●	●	●	●	●	[3]
D1 to D3	●	●	●	●	+	●	+	[4]
E1	+	●	●	●	+	●	+	
F1, F2	●	●	●	●	+	+	+	
F3	●	+	●	●	+	+	+	
H1	–	–	–	–	–	–	–	[5]
J1, J2	–	–	–	–	–	–	–	[6]
K1	–	–	–	–	–	–	–	[7]
L1	–	–	–	–	–	–	–	[8]

<sup>21</sup> Two of these, 704 and 706, still exist.

<sup>22</sup> A certain amount of track north of VNA had been replaced prior to 1937 (see page 42 of the book).

- [1] Only allowed KLA – PDA, and as light engine with minimum coal and water KLA – RML
- [2] MHO – GOA allowed coupled
- [3] Garratt Incline loco, only allowed PLG – KGW, and as light engine with minimum coal and water PLG – RML. (Garratt locos were later permitted throughout the Up Country line.)
- [4] Not allowed RGM – Ragama Quarry
- [5] UPR loco, not allowed through NOA transfer siding, on goods shed lines at NEY, KAP, BKS, RLA or engine shed line at RLA
- [6] KV locos, not allowed AVS – YTO (later allowed) and not allowed to run coupled together
- [7] KV locos, not allowed to run coupled together
- [8] UPR locos

### S–VI.3 Load Classifications

The number plates of locomotives generally carry a classification of the ‘Load’ which the locomotive can handle. A locomotive of a particular load classification may take different loads depending on the section and direction in which it is running. Several pages are devoted in older WTTs to tabulating the permitted loads for each load classification over different sections and in different directions. Separate tables are also provided for various allowed pairings of locomotives on the Up Country Lines.

The load classifications do not seem particularly systematic. Diesel classes are interspersed with steam classes and the same letter is sometimes used to represent a narrow gauge load classification and a diesel load classification. Nor is there any intuitive feeling as to what a particular load classification means. The list below was created from photographs and old documentation.

N2, W3, M4 and M9 locomotives do not have a load classification specified on the number plate. A new, logical, purely numerical classification has been used for the most recent M5C locomotives: the numbers 22/45 represent the number of units allowed on a 1/44-1/45 incline and on the non-incline lines respectively. A ‘unit’ is 11.7 tonnes (10.5 t) and is based on the weight of a four-wheel wagon. It is to be hoped that such helpful load classifications will eventually be given to other locomotives as well.

Load Class	Locomotive Classes	Load Class	Locomotive Classes
<i>Broad Gauge</i>		S	W1
A	B1 to B7	T	W2
B	D1, D2	V1	M5, M5B
C	D3, F1	V2	M6
D	F2	V3	M8
E	B8, F3	X	M5A, M7
F	M1	Z	Y1
H	M2	22/45	M5C
J	A1, A2		
K	C1	<i>Narrow Gauge</i>	
L	A3	G	N1
M	B9, B10	R	H1
N	E1, M3	S	J1, J2
P	G1	T	K1, P1
Q	G2	U	L1
R	Y, [S3]		

#### **S–VI.4 Motive power changes since *RSL* was published** [Ref. *RSL* pages 135 to 148]

- a. The S9 power sets (849 to 863) are in service, the first having arrived in May 2000. They have MTU V12 engines not Cummins engines as reported in the provisional information on page 231 of *RSL*. A depot to maintain the S9s has been established in Colombo Yard. The S9s have so far proved satisfactory although there have been problems with the starting motors and some doubts have been expressed about long-term corrosion resistance.
- b. The Alstom M9 locomotives (864 to 873) are in service, the first (864) having arrived in October 2000. The M9 has a 12-cylinder Ruston 12RK215 engine for which the UIC rating is 3200 hp but the ‘site value’ is 2540 hp and the ‘main input’ value is 2250 hp. The value supplied by CME for a recent publication is 2400 hp. From their arrival, the M9s have been maintained at Maradana (D)ELS, with maintenance of M2 and M6 locomotives moved to the Running Shed at Dematagoda. There was considerable disquiet at the initial decision to buy these advanced Alstom locomotives rather than a more conventional solution from General Motors. The M9s have fared badly in the Sri Lankan environment and currently (November, 2006) only three are in running order.
- c. Three new Chinese-built motor trolleys (874 to 876) have been added to the fleet. However SLR-built motor trolleys 816 and 817 have been sold as scrap. They have been bought by the high priest at Gangaramaya Temple and are on the side of the street opposite the temple in Sri Jinaratana Rd., Colombo 2 together with other transport memorabilia.
- d. Two DLW Varanasi M8A locomotives (877 and 878) were delivered in December 2001. They are short-truck Co-Cos supposedly suitable for the Up-Country line but wheel design problems did not allow them to run on the Up-Country line. However, SLR is now in a position to make the necessary modifications. The author was originally quoted a figure of 2600 hp for both M8 and M8A locomotives but recently was informed that the M8A locomotives have 2200 hp V12 power units and the M8s have 2800 hp V16 power units<sup>23</sup>.
- e. Some of the locomotives mentioned on page 132 as being in the Ratmalana ‘graveyard’, including the M1s, were advertised for sale as scrap and reputedly sold. For a while there seemed to have been some reconsideration as many of the items were reported to be still at Ratmalana. However recently (2006) many of the old items at Ratmalana are reported to have been cut up.
- f. Four M5s (767, 771, 776 & 779) have been rehabilitated at Ratmalana with 1600 hp Caterpillar 3516 DITA engines. They form class M5C and the final one (771) went into service in July 2002.
- g. *Locally-built Rail Buses and Mini Loco* (c.f. page 148). A total of 14 Rail Buses were built between 1995 and 2002 with numbers RB1 to RB14. They work in pairs and apart from the first pair (Tata) are based on Ashok-Leyland buses. There are minor cosmetic differences and from RB7 onwards they are vestibuled (i.e. it is possible to walk between the two coaches). Routes worked are: CHL-PTM-NOR, PLG-KRN-ANP-VNA and (previously) GLE-MTR. The mini-loco, ML1 (built in 1999) was last reported (2004) at Ratmalana Works. Direct interest in this has now waned and it is no longer intended to build 30 of them. However the concept of using easily available, cheap bus engines has been trans-

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<sup>23</sup> The author has at various times been provided with quite widely differing figures for the power of some of the more recent locomotives. This may be due to quoting different parameters – installed motor power as opposed to power at the rail for example – or to modifications made to power units after running for some time in Sri Lanka.

ferred to producing a number of fibre-glass-bodied power sets with two engines (310 hp) per 3 car set and 5-speed automatic transmission.

- h. The state of the remaining steam locomotives is rather troubling. Both 213 (B2) and 240 (B8) need new boilers and 213 also has a slack tyre. It is reported that, at the end of 2006, the Viceroy Special was only using steam power between Colombo and Rambukkana. Narrow gauge J1 number 220 has a leaking boiler and can only be steamed gently. This is, however, only of academic interest since there is nowhere that it (or V2 number 331) can run to except on a short stretch of narrow gauge track at Dematagoda Running Shed<sup>24</sup>.
- i. *Current general situation.* The general state of motive power is a cause for serious concern with scarcely enough locomotives available to cover the regular services<sup>25</sup>. Despite the declaration of a Decade of Railway Development by the President of Sri Lanka, there seemed to be considerable despondency at the end of 2006 since the intended addition of fifteen Chinese 12-coach power sets was cancelled although it has recently been reported to the author (June 2007) that this order has been reinstated. There is still a need for a further ten diesel-electric locomotives of around 1500 hp (fifteen are now said to be on order from China to arrive in mid-2008 [*information added October 2007*]) and twenty 3-car power sets to bring the fleet up to strength.

## S–VI.5 Summary Tables

The tables on the next two pages provide a quick overview of the steam and diesel stock of the CGR/SLR throughout the existence of the Railway. They do not add noticeably to information already in *RSL* but provide a convenient summary which will probably be of interest to many people.

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<sup>24</sup> Disconnected stretches of mixed-gauge track do still exist, mainly outside Colombo, but the narrow gauge part is not maintained and there is no narrow-gauge access to these stretches.

The narrow-gauge locomotives still in the Running Shed at Dematagoda are J1: 220, 221, 263, 292; J2: 160, 174, 176, 177; P1: 530; N1: 566 and N2: 732. In addition, various broad-gauge locomotives including an A3, C1A and some ex-CPC locomotives are outside, either dumped or awaiting restoration for display in a National Railway Museum should this project ever come to fruition.

<sup>25</sup> It has just been reported that from 4 Oct 2007 the two night trains from Colombo to Badulla are to be combined into one train leaving Colombo at 20:15 to save resources.

## CGR/SLR Steam Motive Power

Original Class	Type <sup>26</sup>	Post 1937 Class	Dates put to run	Number	Comments
<b>Broad gauge</b>					
Main Line (ML)	4-4-0 small wheeled	–	1864-1905	29	Various batches
	4-4-0 large wheeled	–	1869-1895	19	Various batches
	4-4-0 small wheeled	F3	1900-1904	12	Dübs Class
Nanu Oya (NOA)	4-6-0TT tender-tank	B6	1883-1891	14	
		B4	1893-1912	9	
		B3	1913-1914	16	
		B2	1915-1926	35	
	4-6-0	B5	1893-1894	5	
	4-6-0 large wheeled	B7	1895	8	Hawthorn Leslie Class
New Nanu Oya	4-6-0	B1	1927-1948	49	Governor Class
Northern Line (NL)	4-6-0 light	B10	1901-1902	11	
		B9	1908	2	
		B8	1922-1928	18	For BTLR
		4-8-0 light	A3	1928-1951	15
Mannar	4-4-0	F1 and F2	1911-1913	20	
Freight	0-6-0	–	1868-1879	6	
Big Bank (BB)	4-8-0	A2	1911	2	
		A1	1913-1922	4	
Garratt	2-6-2+2-6-2T	C1 and C1 <sup>A</sup>	1928; 1946	9	
Coast Tank (CT)	4-4-0T	–	1877-1881	8	
Big Tank (BT)	2-6-4T	D2 and D3	1907-1914	22	
		D1	1928-1931	6	College Class
Shunt	0-6-2T	E1	1898-1928	20	Incl. those converted from 0-6-0T
	0-4-0ST	–	1869	2	Breakwater Dept. To CGR in 1874
Crane Tank	0-6-0CT	–	1913	1	
Railcar	A1-2	R1	1925-1927	13	Chain drive
	AA-2-2	R2	1928	4	Chain drive, articulated
	A1-2	R3	1928	7	Geared
	B-2	R4	1928	3	
<b>Narrow gauge</b>					
Small KV	4-4-0T	K1	1902	7	
Large KV	4-6-4T	J2	1909-1919	15	
		J1	1925-1929	6	
UPR	0-4-2T	L1	1904-1920	6	
UPR Garratt	2-4-0+0-4-2T	H1	1930	1	
Railcar	A1-2	V1	1927	3	Chain drive
		V2	1928	3	Geared
<b>Total steam locomotives: 377</b>					
<b>Total steam railcars: 33</b>					

Although generally in a semi-derelict condition, a number of steam locos still exist, the stated intention being to restore them for display in a National Railway Museum. Four broad gauge locomotives are still officially available for the Viceroy Special trains although at any particular time not all are in running condition. They are: 213 (B2B), 240 (B8C), 251 (B1A) and 340 (B1D). Two narrow gauge units, 220 (J1) and 331 (V2), are officially available but apart from the Running Shed Yard there is no longer any accessible narrow gauge track on which they can run.

<sup>26</sup> All locomotives had/have outside cylinders except Classes ML (incl. F3) and CT

## CGR/SLR Diesel Motive Power (excluding Motor Trolleys)

Date first intro'd	Class	Type <sup>27</sup>	Wheel	Power (hp) <sup>28</sup>	Builders	No of locos	No remaining <sup>29</sup>	Notes
1933	G1	DE/S	B	122	Armstrong Whitworth	1	1	
1935	–	DE/ML	1-C-1	800	Armstrong Whitworth	2	0	Trial locos
1938 <sup>30</sup>	S1	DE/DT	Bo+2+2+2+Bo	2 x 180	English Electric	3	0	Articulated
1947	T1	DE/RC	Bo-2	180	English Electric	23	1	
1950	P1	DM/S/NG	C	132	Hunslet	4	–	
1951	G2	DE/S	Bo-Bo	625	North British	8	0	
1953	M1	DE/ML	A1A-A1A	1000	Brush	25	0	
1953	N1	DH/NG	1-C-1	492	Krupp	5	–	
1954	M2	DE/ML	A1A-A1A <sup>31</sup>	1425 <sup>32</sup>	General Motors	14	13	1 destroyed
1956	S2	DH/PC	B-B	790	Schindler	15	0	
1956	M3	DE/ML/S	Bo-Bo	2 x 180 <sup>33</sup>	CGR	2	0	
1959	S3	DH/PC	B-B	880	MAN	25	5	
1960	T2	DHM/RC	A1-2	240	Sentinel/CGR	5	1	From R3 RC
1962	S4	DH/PC	B-B	1000	MAN	5	0	
1969	W1	DH/ML	B-B	1150	Henschel-Thyssen	45	10 <sup>34</sup>	See also W3
1969	W2	DH/ML	B-B	1578	LKM	15	3	
1969	Y	DH/S	C	530	Hunslet	28	28	
1970	S5	DH/ACT	B-B	775	Hitachi	4 <sup>35</sup>	3	
1972	Y1	DH/S	D	1000	CGR	7	0	
1973	N2	DH/NG	B-B	600	Kawasaki	3	–	
1975	S6	DH/PC	B-B	1165	Hitachi	10	4	
1975	M4	DE/ML	Co-Co	1750	Bombardier	14	14	
1977	S7	DH/PC	B-B	1020	Hitachi	10	6	
1979	M5	DE/ML	Bo-Bo	1640	Hitachi	16	4 <sup>36</sup>	See M5 <sup>A-C</sup>
1979	M6	DE/ML	A1A-A1A	1650	Henschel-Thyssen	16	14	2 destroyed
1981	M7	DE/ML	Bo-Bo	1000	Brush	16	15	
1991	S8	DH/PC	B-B	1300	Hitachi-Hyundai	20	20	
1991	M5 <sup>A</sup>	DE/ML	Bo-Bo	1300	SLR	–	1	Rehab. M5
1995	RB	DM/RB	A-1	132	SLR	14	14	
1996	M8	DE/ML	Co-Co <sup>37</sup>	2600	DLW	10	10	
1997	W3	DH/ML	B-B	1340	SLR	–	10	Rehab. W1
1997	M5 <sup>B</sup>	DE/ML	Bo-Bo	1500	SLR	–	4	Rehab. M5
1999	ML1	DM/mini	B	132	SLR	1	1	Mini-loco
2000	S9	DE/PC	Bo-Bo	1400	Chinese	15	15	
2000	M9	DE/ML	Co-Co	2400	Alstom	10	10	
2002	M5 <sup>C</sup>	DE/ML	Bo-Bo	1740	SLR	–	4	Rehab. M5

<sup>27</sup> DE = diesel-electric, DH = diesel-hydraulic, DM = diesel-mechanical, DHM = diesel-hydronechanical. Qualifiers: S = shunter, ML = mail line loco, PC = power car, DT = diesel train, ACT = air-conditioned train, RC = railcar, RB = railbus, NG = narrow gauge

<sup>28</sup> The author has been provided with various different (sometimes significantly different) values for the power of recent locomotives. Those given here are the ones most recently supplied by the CME.

<sup>29</sup> On the books as “effective” locomotives in 2005. Some may be unavailable due to repairs, etc. Some locomotives currently regarded as “ineffective” may be restored at a future date.

<sup>30</sup> Not, as often quoted, 1936.

<sup>31</sup> Two (subclass M2<sup>C</sup>) are Bo-Bo for the Up Country line

<sup>32</sup> Two (subclass M2<sup>D</sup>) initially 1310 hp.

<sup>33</sup> Power and traction units from withdrawn S1s.

<sup>34</sup> Plus ten W3 (q.v.).

<sup>35</sup> Two power cars per 5-car, air-conditioned train set.

<sup>36</sup> Plus nine M5<sup>A-C</sup> (q.v.).

<sup>37</sup> Two (subclass M8<sup>A</sup>) are short truck intended for the Up Country line and reported to be 2200 hp.

## Enhancements to Chapter VII – Other Topics

### S–VII.1 Coaching and Freight Stock [Ref. RSL pages 150 to 153]

RSL does not contain much detail on current coaching and freight stock. However, in 2005, the author collated data on this topic using the most up-to-date lists available from SLR at that time. A summary of this information is given below.

Passenger bogie stock consists of 1100 coaches but this includes twelve post-office vans, thirty-two parcels brake vans, and a number of reserved saloons, officers' saloons and workmen's travelling vans. Only just over 1000 coaches are normal 'passenger' vehicles. Of these roughly 800 are locomotive-hauled coaches and 200 are trailers and driving trailers for the 50 power sets which remain on the books. However not all these coaches are available as a number are under repair or in limbo awaiting a decision on restoration or scrapping and regularly only about 700 coaches and 35 power sets are really in a state fit for service. Since operation of the service to the correct standard requires about 1000 carriages and 45 power sets it will be appreciated that there is a shortage of rolling stock at present. A breakdown of the 800 coaches officially available is given in table 1.

**Table 1. Current passenger stock (2004)**

<b>First class</b>			SV	16	brake
Hitachi AC	6	for S5 a/c trains	NS	12	sleeper
AFC	6	air-conditioned	SCS	17	sleeperette
FC	1		<b>Second and third class</b>		
NF	15	sleeper	ST	2	
OFV	11	observation saloon	<b>Third class</b>		
<b>First and second class</b>			TC	313	
NFSBU	1	sleeper/buffet	TV	237	brake
<b>Second class</b>			TCBU	15	buffet
SC	128		TCS	21	sleeperette

These coaches were obtained at various times and from different sources. The oldest coaches currently operating date from 1961 and the most recent from 1993. Normal Sri Lankan coaches are 55' long and the trailers for the S8 and S9 power sets are 65' long but the severe curvature on the Up Country line requires that short 45' coaches are operated there.

Table 2<sup>38</sup> gives a breakdown of the batches from which the current passenger stock arises.

Recent information is that 100 new 65' air-braked coaches have been ordered from China and 25 had arrived in Sri Lanka by September 2007.

<sup>38</sup> The latest information available for table 2 dates from 2001 and numbers of vehicles in service therefore differ slightly from those in table 1. In addition, 50 coaches which were 'in limbo' or condemned have now been identified for repair. Ten were put back into service in 2005 at a cost of Rs 2M each.

**Table 2<sup>38</sup>. Sources of passenger vehicles**

Date	Source	Type	Number	% in service	% in limbo
1961	British, rehab. Engineering Consultancy <sup>39</sup> 1979-1987	45'	102	66%	17%
1966	Chinese	55'	132	14%	19%
1976	Romanian 1	55'	125	2%	38%
1979	Romanian 2	45'	87	82%	8%
		55'	57	54%	21%
1980	Indian	45'	32	100%	0%
1981	Romanian 3	55'	147	51%	17%
1989	Romanian 4	45'	43	91%	7%
		55'	58	91%	7%
1993	Romanian 5	45'	42	98%	2%
		55'	265	96%	4%

Goods wagons comprise:

- 1090 four-wheel wagons, including 928 steel covered goods (CGS), 51 cattle wagons (CW) and 31 oil tanks (OT)
- 929 bogie wagons, including 347 steel covered goods (BCGS), 238 oil tank wagons (BOT), 183 steel low-side wagons (BLS), 79 wooden low-side wagons (BLW) and 71 hopper wagons (BHO).

Service stock comprises 323 four-wheel vehicles and 116 bogie vehicles.

There is (or was at the time the SLR lists were compiled) still some narrow gauge stock officially on the books (26 coaches and 14 wagons) but probably rather little of this still remains as there is now no narrow gauge service even for tourist purposes and hardly any track remaining on which such vehicles could run.

A locally produced 44-seat First Class Observation Saloon was introduced on the *Udarata Menike* on 1 April 2003. It is intended to introduce several of these larger-capacity Observation Saloons.

### **S–VII.2 Graving Dock Line** [Ref. RSL Map 26]

Information in Map 26 is confined to that extractable from the 1975 and 1989 A-Z Atlases of Colombo. The map is intended as a snapshot of the port lines at a particular period rather than a full history of them and so some old lines removed long ago are not shown. One such line ran along the *south* side of the Graving Dock. It was reached by running up the edge of the harbour from the Racquet Court Line and is shown on the map of the harbour in *Twentieth Century Impressions of Ceylon* which gives a good impression of the docks at that time (although part of the Wharf Line has been omitted).

<sup>39</sup> A local firm set up by P. Rajagopal (formerly GM (Technical)) which was responsible for a number of engineering projects including the construction of a royal coach for the visit of Queen Elizabeth II in 1981.

## Enhancements to Appendix I

### S–AI.1 Additional Three-Letter Codes [Ref. RSL pages 190 to 195]

Locations are given in miles and chains from Colombo *Terminus* unless otherwise noted<sup>40</sup>.

BPL	Blackpool (Uda Pussellawa Railway, 4:19 <sup>41</sup> )
CNI	Chinanwadi Siding (Trincomalee Line, 178:65 <sup>42</sup> )
DAC	Dachchidamana (Northern Line, 149:35)
IMU	Iranamadu Siding (Northern Line 201:59)
KIW	Kituluttu (Trincomalee, 153:23 <sup>42</sup> )
MWL	Mutwal <sup>43</sup> (Harbour Line, 3:78)
NOR	Noor Nagar (Puttalam Line, 137.19 km [84:61 mc], opened 1997)
SDK	Sittandikudi (Batticaloa Line, 204:70 <sup>42</sup> , replaced by Devapuram)
SDR	Siduwa Road (Puttalam Line, 16:78, replaced by Seeduwa)
SKM	Sirunawatkulam (Talaimannar Line, 185:76; this replaced Tirukesvaram (186:35) and was later renamed Tiruketheeswaram)
SLI	Slave Island (Coast Line, now Kompanniyavidiya (see RSL))
VKN	Vakaneri (Batticaloa Line, 191:75 <sup>42</sup> ).
WLP	Weliwita (Northern Line, 70:04)

### S–AI.2 Estate Platforms

Estate platforms are little used nowadays, some have become stations and some have disappeared. A list of all known platforms is given here together with three-letter codes, distances from Colombo *Terminus* in miles and chains<sup>40</sup> and a few dates.

**Main Line:** Korossa (KSP, 49:41), Beddewela (BWP, 57:62), Good View<sup>44</sup> (GVP, 61:51), Salem (SLP, 88:49, opened 1953), Hyndford (HYP, 89:29), Penrhos (PRP, 93:09), Westhall Group (WSP, 93:40), Blackwater (BKP, 97:37), Weywelta-lawa (WWP, 98:27), Binoya (BNP, 104:18), Mor(e)land<sup>45</sup> (MRP, 105:14), St Clair (SCP, 114:69), Wangie Oya (WOP, 125:22), Radella (RDP, 125:58), Glassaugh (GSP, 127:62), Calsay (CLP, 131:43), Beauvais<sup>46</sup> (BVP, 148:70), Glenanore (GNP, 151:77)

**Matale Line:** Malvern (MVP, 85:47)

**UPR:** Pedro (PDP, 8:68), Summer Hill (SMP, 9:58), Portswood (PTP, 10:61), St John's (SJP, 14:71)

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<sup>40</sup> Mileages from Maradana are 0:38 mc less except on the Coast Line where they are 0:10 mc less (see Appendix I in RSL).

<sup>41</sup> From NOA

<sup>42</sup> Old distance, before rebuild of BTLR in the 1960s.

<sup>43</sup> CGR Coaling Grounds until 1941 when they were moved to Kochchikade

<sup>44</sup> Also called Meewatura

<sup>45</sup> Also called Coldstream

<sup>46</sup> Also called Haladumulla or Indulgashena (*sic*) Gap

**KV Line:** Watareka (WAP, 19:15), Morakelle (MKP, 26:20), Beruwana (BRP, 43:36), Miniripitiya (MNP, 51:76), Keragala (KGP, 55:20), Palm Garden (PGP, 61:38), Erraboda (ERP, 72:31), Kiribatgala (KRP, 74:36), Poronuwa (POP, 77:29), De Silva Land (DLP, 78:41, closed 1952); Erracht (ECP, YTO branch, 41:04)

**Northern Line:** Nailiya (NLP, 56:13), Weliwita (WLP, 70:04 mc, opened 1950)

**Batticaloa Line:** Awukana (AKP, 109:33<sup>47</sup>, closed 1951)

### **S–A1.3 Rail Car Halts**

By their very nature railcar halts (RC halts) are liable to appear for short trial periods, to alter their positions, to be renamed and to disappear without leaving much trace. Some still exist as halts for local services and some have been upgraded to stations or sub-stations.

*The core of this list is based on the 1932 Working Time Table (WTT).* The 1937 WTT (with amendments up to 1941) has also been used and the date 1937 following a RC halt indicates that it appears in this WTT but not in that of 1932, i.e. that the halt came into existence at some time during the period 1932 to 1937. Dates between 1937 and 1941 are exact and indicate the year in which the RC halt opened. Some RC halts closed prior to 1932 have been included from the 1927 WTT and are annotated as such. A number of RC halts opened at dates after 1941 have also been included in the list but no attempt has been made to incorporate recent railbus halts or to indicate when any particular RC halt was last used. Also no attempt has been made comprehensively to include name changes subsequent to 1941.

To aid identification of locations, stations and train halts are included in the list in capital letters. Estate platforms have generally been omitted except where they were also RC halts. A list of estate platforms is given immediately above. Note that mileages are as in 1932/1937/etc., without any changes caused by rebuilding of lines at later dates, and are from Colombo *Terminus* unless otherwise stated<sup>40</sup>. The names of some short-lived RC halts are given in the WTTs in handwriting. In some cases the names need clarification and these have been given in *italics* in the list.

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<sup>47</sup> Mileage before rebuilding of B&TLR

## COLOMBO AREA

PETTAH <sup>48</sup>	–
St John's (Fish Market) <sup>48</sup>	–
Kochchikade/St Anthony's <sup>48</sup>	–
Lunupokuna/Walkers <sup>48</sup>	–
Aluthmawatha <sup>48</sup>	–
Bloemendhal RM Halt <sup>48,49</sup>	04:07
BLOEMENDHAL	03:65
Mahawatta <sup>48,49</sup>	03:57
Nagalagam Street <sup>49</sup>	03:34
Kelanitissa <sup>48</sup>	–
Weragoda <sup>49</sup>	02:54
Urugodawatte <sup>48,49,50</sup>	02:18
Meentotamulla <sup>49</sup>	02:70
KOLONNAWA <sup>48,49</sup>	03:13
Maligawatte <sup>48</sup> (ML 1979)	–
Coal Sidings (ML 1938)	01:39
Wanawasala <sup>51</sup> (ML 1938)	04:21

## MAIN LINE

KADUGANNAWA	65:05
Katobogoda	65:65
Urapola	66:43
Geeragama <sup>51</sup>	67:36
Randipola <sup>52</sup> (1937/8)	68:00
Ranawana	68:55
Kiribathkumbura	69:07
PERADENIYA JNC	70:67
Kosinna	72:32
Gelioya <sup>51</sup>	73:54
Weligalla	75:45
Botalapitiya <sup>53</sup>	77:05
Kahatapitiya	77:52
GAMPOLA	78:29

<sup>48</sup> Used for short-lived Maradana to Pettah/Kolonnawa services around 1979. It is assumed that, where names are the same, the 1979 halts would have been close to those of 1927. – indicates that mileage is at present unknown.

<sup>49</sup> RC halt open 1927/9 for Harbour/Kolonnawa Line railcar service.

<sup>50</sup> At Urugodawatte West on the Main Line next to Urugodawatte road crossing. Used again for a period from 1938.

<sup>51</sup> Name applied at some (usually later) time to a station/sub-station/train halt/estate platform, sometimes in a slightly different position or with the name slightly re-spelt.

<sup>52</sup> Unsuccessful trial (with dates).

<sup>53</sup> Renamed Gangatileke in (or by) 1937

Wallahagoda	79:70
Tembiligala <sup>51</sup>	80:65
Warakapitiya	81:50
ULAPANE	82:73
Pallegama	84:58
Warakawa	86:12
NAWALAPITIYA	87:32

## MATALE LINE<sup>54</sup> INCLUDING KANDY SPUR

PERADENIYA JNC	70:67
PERADENIYA [New]	71:28
Rajawatta <sup>55</sup>	71:77
Getambe	72:62
Randles Hill	73:41
Huduhumpola (1937)	73:68
KANDY	74:38
Hill Street Level Crossing <sup>56</sup>	04:46
MAHAIYAWA	04:71
Cemetery Halt <sup>57</sup>	05:02
Katugastota Road	05:28
Mawilmada	06:27
KATUGASTOTA	07:24
Palle Talawinna	08:11
Uda Talawinna <sup>51</sup>	08:72
Meegamuwa	10:04
Yatirawana	10:74
WATTEGAMA	11:33
Yatawara	12:69
Patanpahai	14:16
Malvern <sup>57,51</sup>	15:70
Marakona	16:20
UKUWELA	17:53
Tavalan Koye	18:41
Elwala	19:16
Halwella <sup>57</sup>	19:38
Kohombiliwala <sup>55</sup>	19:74
Wariyapola <sup>52</sup> (1937/9)	20:12
MATALE	21:10

<sup>54</sup> Mileages beyond Kandy are in original form with zero at Peradeniya West Junction. On this scale Peradeniya Jnc station is at 0:17 and Kandy at 3:68.

<sup>55</sup> Date of opening unknown, post 1941.

<sup>56</sup> Renamed Asgiriya sometime between 1977 and 1983

<sup>57</sup> Open in 1927, closed by 1932.

**PUTTALAM LINE**

RAGAMA JNC	09:01
Peralanda <sup>51</sup>	10:25
KANDANA	11:06
Rilaula	11:57
Weligampitiya	12:42
JA-ELA	13:12
Kanuwana	13:54
Tudella <sup>51</sup>	14:26
Kudahakapola <sup>51</sup>	14:79
Udammita	15:40
Dambadure	16:18
SIDUWA ROAD	16:78
Mukalangamuwa	17:69
Liyanagemulla <sup>51</sup>	18:60
KATUNAYAKE	19:45
KURANA	21:27
Kurana North	22:11
NEGOMBO	23:42
Kudapaduwa	24:42
Ettukalkatuwa <sup>58</sup>	25:35
Daluwakotuwa	26:49
KOCHCHIKADE	27:32
Tambarawila	28:49
BOLAWATTA	29:62
Boralessa <sup>51</sup>	30:70
Bandirippuwa	32:28
LUNUWILA	33:14
Dematapitiya	34:21
Kotteramulla <sup>58</sup>	36:32
NATTANDIYA	38:05
Veerahena	38:75
Walahapitiya <sup>51</sup>	39:76
KUDAWEWA	41:43
<i>Peekkulam</i> <sup>52</sup> (1940)	42:47
Mellawagara	43:15
MADAMPE	44:12
Karakkuwa	44:79
Pambala	46:18
KAKKAPALLIYA	46:72
Maradankulam	47:53
Inigodawela	48:54
Marawela	49:30
CHILAW	50:52
Timbilla	52:52
Deduruoya	54:00
BANGADENIYA	56:32

Mahamanaweriya	57:13
Arachchikattuwa	57:60
Sengaloya	59:19
Nalladarankattu	59:73
Suruwila	61:06
BATTALUOYA	62:62
Battaluoya Bridge	63:33
Pudukudirippu <sup>58</sup>	64:47
Kiriyankalli	65:32
MUNDEL	67:53
Poolari Koviladi	68:20
Santiakalliya	70:00
Mangalawellia	71:10
Kattaikadu Road <sup>58</sup>	71:75
Ambalaveli	73:45
MADURANKULI	75:03
Madurankuli Town	75:36
Sembetta	76:61
Karicatur	78:49
PALAVI	80:31
<i>Mulluvalley</i> <sup>52</sup> (1938)	81:37
Tillaiyadi	82:40
PUTTALAM <sup>59</sup>	83:22

**NORTHERN LINE****POLGAHAWELA TO MAHO**

POLGAHAWELA	45:29
Bandawa	47:20
Girambe	47:79
Kosgollegedera	48:71
Talawattegedera <sup>51</sup>	49:61
Kolombolamulla	50:28
Dambegoda	50:75
Madawela	52:20
POTUHERA	53:05
Dambokka	54:43
Nailiya	55:28
Talkote	56:57
Henemulla	57:72
KURUNEGALA	58:50
Muttettugala	60:12
Meddegama	62:30
Hadirawalana	63:77
WELLAWA	64:51
Pahala Waraddana	66:09
Porapola	67:06
Porapola Junction	67:50

<sup>58</sup> Station with a different name later near this location.

<sup>59</sup> Old station

Pinnagolla	68:44	PALLAI	221:73
Dewedda	69:13	Anaivilunthan <sup>64</sup>	222:72
Nelunpatgama	70:40	Mukamalai	224:00
GANEWATTA	71:72	Alady (1937)	225:14
Tambagalla	72:40	ELUTHUMATTUVAI	226:40
Udugodagama	74:00	Ottuveli <sup>64</sup>	227:40
Weragala	76:40	Palaiyavaikal (1937)	228:71
Mirihanpitigama	77:60	MIRUSUVIL	229:32
Nagollagama <sup>51</sup>	79:60	Periyanavadi <sup>64</sup>	230:20
Kurahanhenegama	81:00	KODIKAMAM	231:15
Timbiriagedera <sup>51</sup>	82:00	Puttur Road	232:55
Walaswewa	83:20	MEESALAI	233:40
MAHO	85:34	Sankaththanai <sup>51</sup>	234:51

### NORTHERN LINE

#### NORTH-CENTRAL AREA<sup>60</sup>

ANURADHAPURA	126:53
Mihintale Gate <sup>55</sup>	127:57
Jaffna Gate <sup>55</sup>	128:17
Saliyapura <sup>51,55</sup>	130:20
Kopakulama	130:79
PARASANGAHAWEWA	134:50
Siyambalagaswewa <sup>55</sup>	135:71
Medagama <sup>55</sup>	136:64
Vidalmuruppuwa <sup>55</sup>	140:74
MADAWACHCHI	142:68
POONEWA	147:05
Pahalagalkandegama <sup>55</sup>	151:01
Eratperiyakulam <sup>51,55</sup>	154:15
VAVUNIYA	157:35

### NORTHERN LINE

#### JAFFNA PENINSULA

KILLINOCHCHI	205:00
Karaidipokku (1937)	206:13
PARANTHAN	208:21
SALTERN SIDING <sup>61</sup>	212:48
Elephant Pass Market <sup>62</sup>	213:17
ELEPHANT PASS <sup>63</sup>	214:07
Vaniampallai (1937)	216:39
Tanmakkeni <sup>64</sup> (1937)	218:71

<sup>60</sup> ANP to VNA from 1977 WTT.

<sup>61</sup> Later renamed Elephant Pass

<sup>62</sup> Train halt from 18/10/39

<sup>63</sup> RC halt only from 18/10/39 and presumably disused at sometime after that.

<sup>64</sup> Note in 1937 timetable: 'to be closed due to poor lfc (load factor?)'

221:73	PALLAI
222:72	Anaivilunthan <sup>64</sup>
224:00	Mukamalai
225:14	Alady (1937)
226:40	ELUTHUMATTUVAI
227:40	Ottuveli <sup>64</sup>
228:71	Palaiyavaikal (1937)
229:32	MIRUSUVIL
230:20	Periyanavadi <sup>64</sup>
231:15	KODIKAMAM
232:55	Puttur Road
233:40	MEESALAI
234:51	Sankaththanai <sup>51</sup>
235:04	Kaddukany
235:57	CHAVAKACHCHERI
237:09	Maravanpulo
239:18	Thachchantoppu <sup>51</sup>
240:07	Myliyanthodam (1937)
241:11	NAVATKULI
242:47	Arialai
243:46	Nedunkulam
244:24	Pungankulam <sup>51</sup>
244:76	Kachcheri Road <sup>65</sup>
245:45	JAFFNA
246:14	Navanturai Road
247:03	Nachchimarkovil Road
247:48	KOKUVIL
248:44	KONDAVIL
250:04	Maruthanamadam
251:30	CHUNAKAM
252:48	Mallagam <sup>51</sup>
254:09	TELLIPALLAI
255:10	Mavittapuram <sup>51</sup>
256:02	Kankesanturai Bazaar
256:35	KANKESANTURAI

### BATTICALOA LINE

198:04	VALAICHCHENAI
199:65	KALKUDAH
201:30	Kiran
203:30	Sandivali
204:70	SITTANDIKUDI <sup>66</sup>
206:55	Vandaramullai <sup>51</sup>
207:03	Commaturai
208:07	Shengaladai
209:16	ERAVUR
210:23	Kudripiruppu

<sup>65</sup> Later Jaffna Secretariat Halt

<sup>66</sup> Later Devapuram

Mylampavali	211:61
Sathurukandan	213:21
Mahathuvaram	215:21
BATTICALOA	217:04

**KELANI VALLEY LINE  
HOMAGAMA TO OPANAKE**

HOMAGAMA	15:23
Godagama Road	16:32
MIGODA	18:44
Mahadeniya	19:40
Watareka <sup>51</sup>	20:16
Leyanwella	21:00
PADUKKA	21:74
Angampitiya	23:54
PINNAWALA	24:76
Morakelle Estate <sup>51</sup>	26:20
WAGA	27:47
Kadugoda	20:13
KOSGAMA	30:58
Ihala Kosgama	32:00
Hingurala	33:30
PUWAKPITIYA	34:42
Puwakpitiya Town	35:05
Kiriwandala	35:33
AVISSAWELLA	36:69
Avissawella Town Halt	[37:23]
Horagaslange	38:55
GETAHETTA	40:66
Minnana	42:38
Beruwana <sup>51</sup> (1937)	43:36
Moragala	44:70
EHELIYAGODA	45:67
Mahingoda <sup>52</sup> (1939)	46:53
Digogedera	47:25
Talawitiya <sup>52</sup> (1939)	48:15
Bendaluwa	49:20
PARAKADUWA	50:39
Pussella	53:05
Millawitiya	54:03
Higgashena	55:19
KURUWITA	56:23
Edandawela	58:47
Ariddagoda (1938)	59:12
Malangama	59:65
Palm Garden <sup>51</sup>	61:38
Weralupe	62:15
Katugasella	63:00
RATNAPURA	63:58

Malwala (Road)	64:35
Batugedera	65:40
TIRIWANAKETIYA	66:21
Marapona	67:50
Panagama (1937)	68:73
DELA	70:36
Erraboda <sup>51</sup>	72:30
Haldola	73:42
WATAPOTA	74:77
Poronuwa <sup>51</sup>	77:29
Panawenna	78:42
KAHAWATTA	80:66
Kattange	82:79
Hunuwala	84:51
OPANAKE	85:23

**KELANI VALLEY LINE  
AVISSAWELLA TO YATIYANTOTA**

AVISSAWELLA	36:69
Talduwa <sup>67</sup>	37:78
Tembiliyana	39:71
Dehiowita Town	41:60
DEHIOWITA	42:51
Atulugama	43:46
KARAWANELLA	45:35
Magamma	45:69
YATIYANTOTA	47:62

**COAST LINE**

ALUTGAMA	38:28
Bentota <sup>51</sup>	38:76
Warahena	40:47
INDURUWA	41:54
Kaikawala	42:51
Maha Induruwa <sup>51</sup>	43:30
Mahapelana	43:68
KOSGODA	45:35
Hegalla <sup>58</sup>	46:27
Galwehera <sup>58</sup>	47:12
Ambagahapitiya	48:08
Patangangoda <sup>51</sup>	48:36
Weliwatugoda	48:72
BALAPITIYA	49:71
Andadola	50:57
Kandegoda <sup>51</sup>	51:74

<sup>67</sup> Request train halt, has three-letter code: TDA. Talduwa was the location of an important race-course.

AMBALANGODA	52:76	Dalawela	77:00
Venamulla <sup>58</sup>	54:48	Miripenna	77:45
Venamulla South <sup>52</sup> (1939)	54:70	TALPE	78:45
Akurala	56:03	Habaraduwa <sup>51</sup>	79:29
KAHAWE	56:77	Katukurunda	80:39
Telwatta <sup>51</sup>	58:25	Koggala <sup>51</sup>	81:25
Seenigama	59:51	Malalagama	81:71
HIKKADUWA	60:33	Kataluwa <sup>51</sup>	82:72
Wewala	61:33	Welhengoda	83:50
Tiranagama Jnc	62:19	AHANGAMA	84:51
Patuwata <sup>58</sup>	63:19	Ahangankande	85:26
DODANDUWA	64:29	Goiyapana	85:73
Ratgama <sup>51</sup>	65:10	Denuwela	86:40
Oovakanda	65:45	Medigama <sup>51</sup>	86:62
Boosa Wellaboda	66:40	<i>Maduruduwa</i> <sup>68</sup> (1938)	87:51
Boosa <sup>51</sup>	67:21	Kumbalgama	88:15
GINTOTA	68:46	Kustarajagala	89:13
Piyadigama <sup>51</sup>	69:45	Hettiweediya (1937)	89:52
Bope <sup>52</sup> (1932)	70:10	WELIGAMA	90:01
RICHMOND HILL	70:41	Pelana	90:62
Galwadugoda	71:33	Pollatumodera <sup>51</sup>	92:02
GALLE	72:11	Henewala	92:49
Minuwangoda	72:56	Mirissa	93:30
Weliwatta	73:12	Garanduwa	94:34
Talapitiya	73:47	KAMBURUGAMUWA	95:26
Magalle	74:03	Walgama <sup>51</sup>	96:51
Dewata <sup>58</sup>	74:52	Welagoda	97:51
Eramudugaha Jnc <sup>58</sup>	75:48	Nupe	98:07
Maharambe	76:40	MATARA	98:54

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<sup>68</sup> Pituduwa Road from 1940

#### **S–AI.4 Heights on the Uda Pussellawa Railway [Ref. RSL page 172]**

A recent welcome feature has been the reprinting of H.W. Cave's book *The Ceylon Government Railway* under the new title *Ceylon along the Rail Track*. Comments have already been made in *Railways of Sri Lanka* on reasons why some of the data in this book are different from currently accepted values, e.g. a station may have moved to a different location and height on being rebuilt – Rambukkana is a clear example of this.

It may be noted that the heights given for Brookside and Ragala in my book *Railways of Sri Lanka* (5818 and 4981 ft) were taken from Cave but are the reverse of the values in Cave.

That Cave's figures are the wrong way round can be clearly seen by a quick check of the contour lines on the 1" OS map of Sri Lanka. These show that Brookside station is above 5500 ft and Ragala station is below 5000 ft.

Cave, relying on his figures, states that the line between Kandapola and Brookside descends [over] 1300 ft in four miles, a feature which, if true, would require an average gradient of 1 in 16½! This comment (albeit converted to metres) is quoted in *Rail 2000*, together with the corollary which follows if Cave's figures are used that the line climbs again to Ragala, whereas it actually falls.

However closer inspection of the modified Cave figures given in my book indicates that there is still something wrong as the line between Brookside and Ragala would involve 837 ft in 2:13 mc, an average gradient of 1 in 13½(!), yet the average gradient between Kandapola and Ragala is the much more sensible figure of 1 in 27. This suggests that the Brookside height is wrong and closer inspection of the contour lines confirms that Brookside station was between 5500-5600 ft. The gradient Ragala to Brookside must have therefore been close to the UPR maximum of 1/24 and if we assume that it was this value Brookside station would be at 5564 ft.

#### **S–AI.5 Consistency of Heights and Gradients**

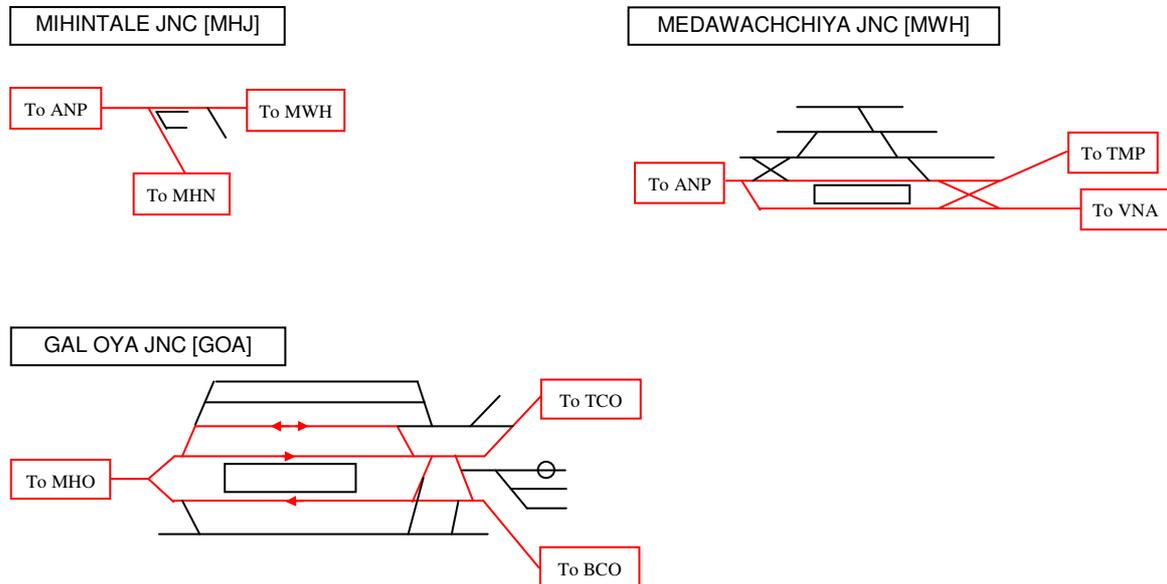
Apart from the overview profile for the Main Line, no gradient profiles are given in *Railways of Sri Lanka*. While gradient profiles do exist (copies of which were kindly made available by SLR), they are of a somewhat impressionistic nature just giving an indication of whether the line is rising or falling. Some were drawn by people who seem unclear as to the meaning of the gradients they were drawing – gradients of, for example, 1 in 100 (1%) are sometimes drawn much steeper than 1 in 50 (2%) on the same diagram. The author has been producing some accurately scaled gradient profiles for interesting sections of line. However a disturbing feature has emerged in that height differences calculated from gradients between stations often do not agree with differences between official heights of stations. The reason for this needs further investigation: it is not clear if it is the gradients or the heights which are in error.

#### **S–AI.6 Kelaniya station**

The original station at Kelaniya (built 1883) was about ½ mile nearer to Colombo than the present one (built 1899), probably in the apex between the Biyagama and Kandy roads.

## Enhancements to Appendix II

### S–AII.1 Additional Layouts [Ref. RSL pages 196 to 204]



### S–AII.2 Additional Maps and Geographical Comments

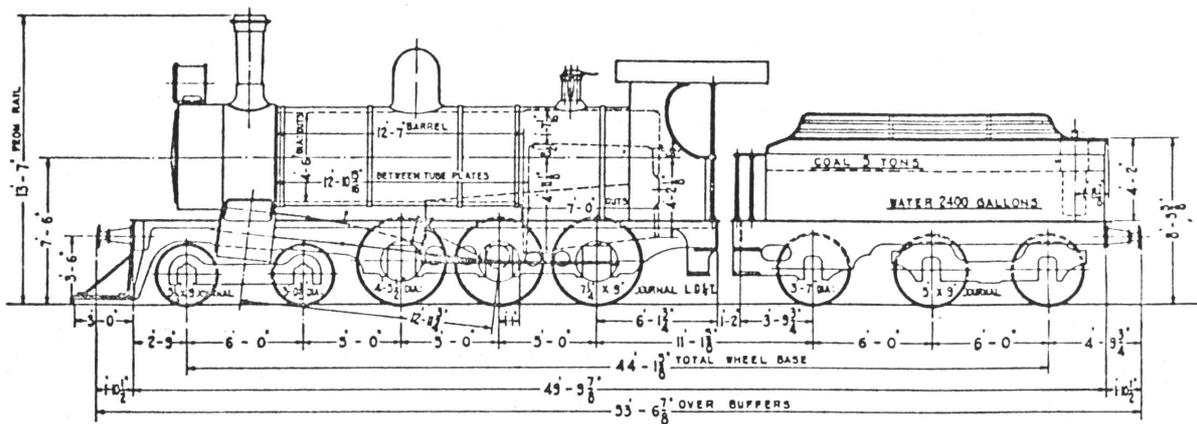
Additional Maps of Central Colombo and the Ragama Quarry Lines, are incorporated in *Supplement to Railways of Sri Lanka, Part II – Illustrations*

*Name of the river (oya) between Kadugannawa and Peradeniya* [Ref. RSL page 21 and Map 7]

In *RSL* the name used for this small river is that given on the Sinhalese version of the 1" OS Map of Sri Lanka: Nanu Oya. The word 'minor' has also been attached to distinguish it from the larger and better-known Nanu Oya from which Nanu Oya station takes its name. A picture of a bridge over this river is among the 'classic' views of construction of the line to Kandy. In the title of this picture the river is referred to as the Nawoo Oya.

## Enhancement to Appendix VI – Engineering Drawings [Ref. RSL page 232]

Below is an engineering drawing for a Class B5 locomotive. This was missing from the Ratmalana Collection used when *RSL* was in preparation but a copy was subsequently made available from the Les Nixon Collection.



## Enhancements to Appendix IX

### S–AIX.1 Personnel/Administration [Ref. RSL page 260]

- a. Priyal de Silva was appointed General Manager of the SLR in October 2001. During his tenure, despite crippling lack of funds, ever present political difficulties and hangovers from decisions made previously, a real attempt was made to improve various aspects of the railway, particularly in the Way and Works field and in making the railway more responsive to customer demands – a difficult thing to achieve when motive power and rolling stock are well below the level required to operate the minimum necessary service. Many of these achievements are recorded in this Supplement. He retired in 2005 and was succeeded by Mr K.A. Pemasiri with Mr P.P. Wijesekera as Assistant General Manager (Technical). With the subsequent retirement of K.A. Pemasiri, Dr T.L. Gunaruwan has been appointed GMR effective from 6 June 2007. Dr Gunaruwan, a highly respected transport expert, is on secondment from the University of Colombo with a brief to plan a strategy for the future of SLR.
- b. On 23 July 2003, following a six-month period in which a *Railway Management Council* was in existence, the railway was restructured as a *Railway Authority*. However the new government elected in April 2004 quickly moved back to a more unitary control with the Competent Authority for the Railway Authority as the General Manager Railways. The Railway Authority was abolished in Oct 2004.

### S–AIX.2 Miscellaneous

#### *Abbreviations*

- VEB on pages 147 and 228/9 of *RSL* is used as an abbreviation for Volkseigener Betrieb Lokomotivbau Karl Marx Berlin (Potsdam – Babelsberg) for which the usual abbreviation is LKM (although LEW – Lokom.-Elektrotech. Werke – is used in *Indian Locomotives*).
- DC on page 158 is an abbreviation for the Drewry Car Co., London.

#### *Extra information*

- *Plate 56D*: As stated in the caption, this locomotive is now at Dematagoda. The picture was taken when it was at the Oil and Fats Corporation in Seeduwa.
- *Plate 41*: This photograph should almost certainly be dated to 1867 rather than 1866 as the rails on the Kadugannawa incline were only closed on March 20, 1867 and the first engine ascended the Kadugannawa incline on that day. Apart from the slight possibility that this locomotive was manhandled over a gap in the line to operate on construction duties around or above Kadugannawa before that date, this means that the photograph is probably on or after March 20, 1867.
- *SI power sets*: The date of introduction of these is often wrongly quoted as 1936. As indicated in *RSL*, the sets were delivered to Ceylon between 6 Jan and 15 Feb 1938 and entered service on 14 Mar 1938. They were *ordered* in 1936. The March 1938 amendments to the WTT with respect to the introduction of these new power sets are interesting and include a note that ‘Reserved accommodation cannot be provided on the Diesel Electric Train Units for Prisoners, Lunatics and Lepers and authorities applying for such reserved accommodation should be asked to have reserved accommodation by ordinary trains’.

The S1s were not allowed to run VNA-KKS, MYA-MTL, BTLR and NVP-BAD.

- *Mail motor coaches*: Plate 90 in *RSL* illustrates one of the mail motor coaches which ran between Anuradhapura and Trincomalee from 1910 to 1923. It is worth recording that a similar service between Bandarawela and Batticaloa was approved (and presumably started running) in 1911. It also operated until 1923.

#### *New publication*

A new, concentrated (61 pages), but hopefully very informative, illustrated article entitled *Railway Engineering in Sri Lanka* has been contributed by the author to the volume on *Transport* to be published in 2007 as part of a series to celebrate the Centenary of the Institution of Engineers of Sri Lanka in 2006.

### **S–AIX.3 Corrections to *RSL***

A small number of errors important enough to need correction have been noticed in *RSL*. They are listed below. Minor typographical errors have not been included.

- a. Please note item S–IV.1 (above) regarding CTC on the Coast Line. There is no CTC Centre at Galle. All CTC is being concentrated at Maradana.
- b. Page 114: KTS 0505 should read 0805.
- c. Page 119: MDA 0101 should read 0104.
- d. Page 132, line 10: 1+2 should read 2+4.
- e. Pages 138 and 221: N A Smyth Wilson should read Nasmyth Wilson.
- f. Page 144: M6s destroyed are now reported to be 793 and 798.
- g. Pages 145 and 229: The S5s are 5-car train sets.
- h. Pages 209 and 210: Add (i) 1913 **CL**: Slave Island – Kollupitiya – Bambalapitiya doubled; (ii) 1926 **ML**: Mirigama – Alawwa doubled.
- i. Page 158: Clark & Co should read Clarke & Co.
- j. Page 172: Brookside height should be close to 5564 ft (see S–AI.4).
- k. Page 226: Comment on 503 should read ‘original number D.3’.
- l. Plate 2, caption: References to 1865 should be to 1864.
- m. Plate 20B: Location is reported to be Maggona near Alutgama.
- n. Plate 89, caption: The set in the foreground is D.3 (503).