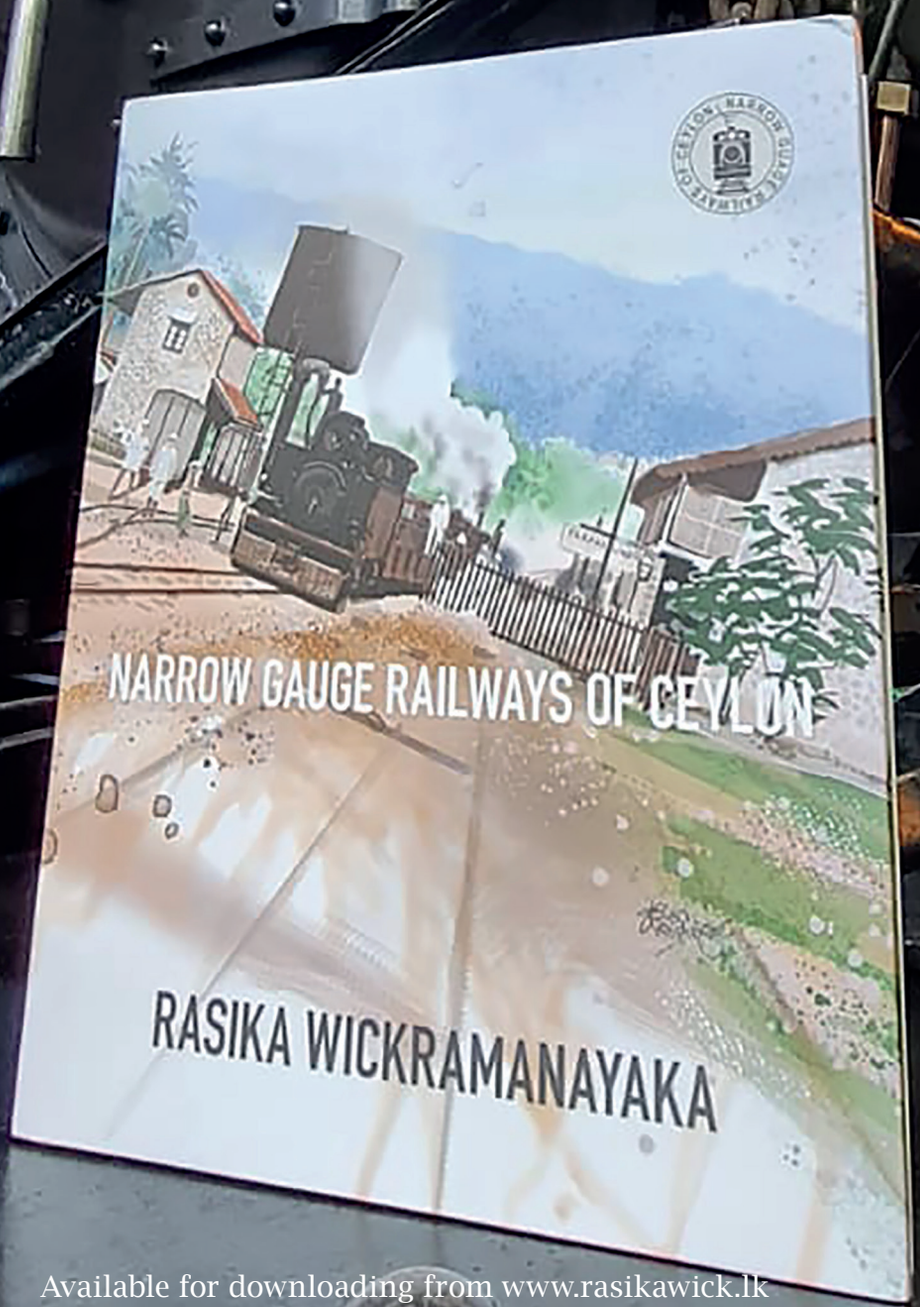
Narrow Gauge Railways of Ceylon

SUPPLEMENT ONE



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Narrow Gauge Railways of Ceylon

S U P P L E M E N T

O N E

RASIKA WICKRAMANAYAKA

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Supplement 1

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Cover: 'Narrow Gauge Railways of
Ceylon' at Puffing Billy Railway,
Australia
(Akila Ariyapperuma)

Preface and Acknowledgements

Once 'Narrow Gauge Railways of Ceylon' was published in August 2021, the book had a wide and very favourable reception, and I was literally 'flooded' with new information from readers. The book built trust among railway enthusiasts worldwide, and many of them came forward voluntarily to provide more information, initiate discussions and share their views on the bygone era of the Narrow Gauge Railways of Ceylon. Hence, without waiting too long, it is my intention to prepare a supplement to the book, after only a year has passed since the book was published.

This supplement covers some of the missing details listed on pages 125 and 126 of the book, under the sub topic 4.5, Way Forward and Missing Details. It includes the survey plans of all the stations from Avissawella to Yatiyantota, Avissawella to Opanake and Nanu Oya to Ragalla, except for the layout of Yatiyantota Station. Additionally, recently surfaced line diagrams of Uda Pussellawa rolling stock together with some additional details of Kelani Valley rolling stock are included. Most of the Wagon codes of KVR and UPR are also listed.

The mystery of 'Why Opanake Terminus and not Kahawatta' which is discussed on page 117 under the subtopic 4.3, Mysteries and Myths is solved. It was revealed that Opanake was indeed a separate extension. Readers will further understand that there had been a proposal to extend the Sabaragamuwa Railway to the Rakwana foothills from Kahawatta as well.

In addition to the above, I have included a considerable amount of new information on early discussions about Narrow Gauge Railways in Ceylon in this supplement. Additional information on Class V1 Rail car conversion, information on steam locomotives used in the Elephant Pass Salterns and details of the refreshment cars of the Kelani Valley Railway are also included.

Some interesting extracts of the Ceylon Administration Reports are included as Appendix 8.

I have intentionally omitted any plates from this supplement due to two reasons. Firstly, there were no significant photographs that surfaced which reveal any new information such as pictures of the Yatiyantota extension or new construction photographs. Secondly, as this is a web document, I wish to minimize the misuse of photographic material.

Unlike in the book, I haven't included any observations and conclusions in this supplement. I wish that readers will derive their own observations and conclusions, and bring them up in suitable forums.

This supplement would not be possible without the support of the following individuals:

Mr. Chris West who provided many extracts and documents from the British National Archives, which helped me to glean information about the earlier proposals for Narrow Gauge Railways in Ceylon.

Mr. Akila Ariyapperuma who was able to find Uda Pussellawa Rolling Stock and some of the previously unseen Kelani Valley Rolling Stock drawings from Sri Lanka Railway archives.

Mr. Prasanna Premathilake and Mr. Nalin Abeysinghe of Sri Lanka Railways who provided some of the old survey plans of KVR and UPR stations and facility yards, which were digitized for the supplement.

Mr. Gimhan Napewithana and Mr. Subash Dhanasekera who were my eyes and ears at the Sri Lanka National Archives to extract Sessional Papers and Ceylon Administration Reports.

Mr. Stefan Felsinger who undertook to proofread this supplement and Mr. Dharshana Karunathilake who did the design and layout.

I wish to thank them all.

On a special note, I would like to extend my gratitude to Mr. Gehan Wickramarachchi, who coordinated overseas shipping of the book during the COVID lockdown periods in Sri Lanka. Without his support, it would have been impossible to achieve such a wide reach of the book.

I wish to thank all the readers of Narrow Gauge Railways of Ceylon. My research will continue further and once a considerable amount of new information surfaces or is obtained, I will work on a second Supplement to the book.

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Notes

1. This document is to be referred along with the book “Narrow Gauge Railways of Ceylon” published in August 2021 (ISBN 978-624-97577-1-4), hereinafter referred to as ‘the book’. Notes and abbreviations in the said book would be similarly applicable to this supplement and therefore are not repeated.
2. Ceylon Administration Reports are added to the book as Appendix 8. The author wishes to separate this information from Appendix 6, Miscellaneous Technical Details due to two main reasons. First, Administration Reports are mostly non-technical and second, they are mostly futuristic.
3. Numbers of Figures, Plates and Tables are continued from the book and ‘a’ is added for additional details.
4. Figure A5.32 is listed but not included in the supplement. Yatiyantota Station layout is yet to be found, but the number has been provisionally allocated for a future supplement.
5. Throughout this supplement the spellings of names and places are as they appear in the source document.

Printing instructions

If readers wish to make a printout of this document, they may do so. Paper size is A4 and recommended thickness is 80 gsm. Colour laser printing is recommended.

CONTENTS

CHAPTER 2

Narrow Gauge Railways in Ceylon/Sri Lanka

2.1 The Uda Pussellawa Railway (UPR)

Page 10 Selection of the Narrow Gauge, additional information

1. The earliest discussions about narrow gauge railways and tramways are dated back to 1863, during the time of construction of the Colombo – Kandy railway.

A letter signed by the Chairman of the Ceylon Company Limited[1], addressed to the Under Secretary of State for the Colonies on 15 December 1863 proposed to construct a system of branch railways and tramways[2] as feeders for the trunk line. He further states that such a system would be profitable to the local government as the owners of the railway, and very beneficial for the agricultural and commercial interests of the Colony.

The company proposed the first branch line from Peradeniya to Gampola, to serve and open up Pussellawa, one of the finest coffee districts. A branch line from Kandy Terminus to open up Matale was also proposed with a second objective of shortening the travel distance of coolie immigrants who had to travel from Southern India to coffee plantations in the upcountry.

Inspiration for this proposal was that the Government of India was considering constructing branch railways and tramways of 4'-0" gauge and 3'-6" gauge, through their territories.

The Chairman of the Ceylon Company Limited further proposed to consider Indian railways as precedents generally applicable to Ceylon. By the time of this letter, the company had already undertaken the surveys and estimates of the proposed branch line from Peradeniya to Gampola, and further extension up to Nawalapitiya as well.

However, the contractor of the Kandy Railway, W. F. Faviell, through his letter dated 16 February 1864, objected to this proposal. He highlighted the difficulty of obtaining labour, high costs of tramways compared to the railways and its impact on the construction of the Colombo – Kandy railway. He further proposed to delay such proposal at least until the completion of the Colombo – Kandy railway. He mentioned that it would be economical to adopt the same gauge of the railway, for the proposed tramways.

Referring to the objections raised by W. F. Faviell, the Chairman of the Ceylon

1 Ceylon Company Limited was established in 1841 for the purpose of developing the resources of the Island of Ceylon by the introduction of English capital.

2 The meaning of the word 'tramway' has changed over time. For the first half of the 19th Century, tramway would be a feeder, generally to a canal. From the 1880s onwards, a tramway would be a street railway for passengers, running through a city. British cities in England and its colonies had many tramways, including Colombo (as explained by Chris West).

Company again sent a letter to the Under Secretary of State for the Colonies on 21 February 1865. In this letter the Chairman presents a draft engineering proposal and suggested several points to consider. All these points were applicable to the Peradeniya to Gampola extension, and also applicable for all other extensions, proposed and discussed at that time.

i. The speed of the extension is 12 miles per hour including the stoppages.
ii. The line shall be a light line of single track; should a narrow gauge be decided upon.
iii. Curves should be limited to 3 chains radius, and the gradient to 1 in 35.
iv. The line should be capable of transporting 1,000 tons of goods, other than the passenger traffic.

The suggested gauge for the railway was 3'-9", but if the Government wished to stick to the 5'-6" gauge, the Chairman demanded that the Government pay the additional cost. In the technical proposal, the Chairman justified his gauge proposal according to the context of that time.

2. Address of His Excellency the Right Hon. Sir Joseph West Ridgeway (Governor of Ceylon from 1896 to 1903) on opening the session of the Legislative Council, November 7, 1898. (Ceylon Government Gazette Extraordinary No. 5580, page 10 and 11.)

"Equally a cause of congratulation is the settlement of the long-fought question of narrow gauge. The Secretary of State, with your assent, arrived at the decision that in future, all extensions of the main line should be on the existing gauge, and that feeder and isolated lines, in districts where the traffic or the early prospect of traffic is insufficient to justify the construction of a broad gauge railway, should be constructed on a narrow gauge in the most economical way possible. It was then necessary to select a gauge for our narrow gauge lines, and the Northern Railway Commission after careful consideration selected the 2 ft. 6 in. gauge and recommended that the Northern Railway from Anuradhapura to Kankesanthurai, a distance of 126 miles, should be constructed on that gauge. The commission which I appointed to report on the question of light railways in the Hill Districts also proposed that the 2 ft. 6 in. gauge should be adopted, not only for the railway from Nanu-oya to Kandapola, but for all hill railways.

They recorded the following opinion as to gauge: "The Commissioner's decision on this "point unhesitatingly is that the gauge to be adopted should be that of 2 ft. 6 in., which affords great advantages over the narrower gauge in the matter of locomotive construction. It is true that in some cases at all events a 2 ft. gauge would be more economical and more easily suited to the sharp curves, but as the Kelani Valley line (if constructed) would be a 2 ft. 6 in. gauge (and probably a large section of the Northern Railway), there can be no doubt that the general economy and convenience of adhering to one gauge for all the branch lines would far outweigh the saving which might be effected in some cases by adopting a narrow gauge". No wider gauge, Gentlemen, than 2 ft. 6 in. is possible in many districts; in

hill districts no other railway could be constructed except at a prohibitive cost, and nowhere in the island could your roads be utilized for a railway of a wide range. If, therefore, the 2 ft. or 2 ft. 6 in. gauge were discarded in favour of a wide gauge, there would be an end to railway extension in the hill districts, and an end to those road tramways for which there has been so loud a cry.

Regarding this, there is no doubt. The Consulting Engineers have admitted that the adoption of any other gauge for the Uda Pussellawa Railway would necessitate easier curves involving considerable extra cost; and they add, "as the capabilities of this gauge are such as would enable a considerable increase in the present anticipated traffic, they recommend its adoption." Accordingly I am justified in saying that the 2 ft. 6 in. gauge was deliberately chosen by the Colony as the gauge of its narrow gauge railways on the recommendation of two representative Commissions, endorsed by the Consulting Engineers. I do not remember that at the time a voice was raised in dissent, and since then the choice has been fully justified by the information we have acquired regarding the Barsi and Morvi Railways, and by the fact that the Government of India has practically decided to construct its Frontier Railways on the 2 ft. or 2 ft. 6 in. gauge.

I do not say, Gentlemen that this is a Procrustean rule which cannot be relaxed. There may arise the question of a railway for which neither the broad gauge nor the 2 ft. 6 in. gauge is the best, and in that case, inconvenient although it may be to have three gauges in the Colony, I would not hesitate, if the reasons were sufficiently cogent to recommend you adopt the metre gauge. All I contend is, the 2 ft. 6 in. should be the gauge for our feeder lines unless exceptional reasons for adopting a metre gauge are shown.

The question was fairly raised as regards the Kelani Valley Railway, but the onus probandi fell upon those who mooted it, and it behoved them to show that the Kelani Valley Railway should be an exception to the rule which we had deliberately adopted. It was for the advocates of the metre gauge to show that a 2 ft. 6 in. gauge railway could not carry the traffic which would probably, or even possibly, be handled on the Kelani Valley Railway. In this task they failed – in the opinion of this Council they failed – for it was proved that a 2 ft. 6 in. gauge railway, with only two trains each way daily, would carry three times the traffic, and that if the number of trains were increased to six each way daily it could carry eight times the traffic that we anticipate for the Kelani Valley Railway. Moreover, the case of this railway is peculiar, for it is comparatively easy to foretell the limits of its development. It cannot be indefinitely prolonged; it cannot be extended much, if at all, beyond Ratnapura or Rakwana, for it would then compete with our Main and Coast lines, and its lower rates would attract the traffic which is now carried by those broad gauge railways. And if it is suggested that the day may come when those railways will be glad of the relief, I would remind you that, so far as we can see, there is not a sign of the dawn

of such a day, and that if it happily does break upon us, we will no doubt meet the difficulty by doubling our broad gauge railways. Under these circumstances, there was no sufficient reason for abandoning the 2 ft. 6 in. gauge for the metre gauge in the case of the Kelani Valley Railway; indeed, there was no justification for our thus stultifying ourselves, and expending unnecessarily a large sum of money which might be usefully employed in extending our railways in other directions.

For, Gentlemen, the chapter of Railway Extension is not closed, and I hope that I may live to see the day, in my retirement, when a network of light railways traverses this Island, not only opening out the recesses of your hill districts, but connecting Colombo with Puttalam, Trincomalee, and Batticaloa. I believe that the adoption of the 2 ft. 6 in. gauge for your feeder lines brings these railways within a measurable distance of inception, if not completion, and therefore felicitate myself on having been instrumental in effecting so propitious a settlement of this vexed question."

Page 17 Standing order for Closing of Tablet Sections, UPR, additional information

On Sunday, January 7, 1940, KAP and BKS will be closed as tablet stations. The existing tablet sections NEY – KAP, KAP – BKS, BKS – RLA will be abolished and a new section NEY – RLA will be brought into force.

The first train to take the new section tablet will be No. 127 on Monday, January 8, 1940.

The existing tablet section NOA – NEY will remain as at present but the auxiliary apparatus and signals for crossing of trains at Blackpool will be removed and instructions regarding this working appearing in paragraphs 75, 76, 77 and 78 of Appendix Part I will be withdrawn.

The signal arms and fittings of the signals at KAP and BKS, except the catch-point signals, will be removed and the clerk-in-charge of these stations will be responsible for the working of the points which should always be correctly set, clipped and padlocked and the keys of the padlocks must be kept locked in his custody.

(Papers No. OB/OA. 14, 292.). (Para 3-G. M's Cir.1.)

Page 22 Initial proposal of Kelani Valley Railway up to Yatiyantota, additional information

According to a Map prepared by Railway Extension Office on 25th July 1899, proposed initial facilities were as follows: Borella Stopping Place, Mirihana Station, Pannipitiya Station, Padukka Station, Waga Station, Kosgama Station, Puwakpitiya Goods Shed, Avissawella Station, Dehiowita Station, Proposed Joint Station; a railway Junction (near Karawanella), Ruwanwella Station and Yatiyantota Station. The Ruwanwella branch from the Joint Station was not constructed.

Earlier alignment Proposals of Ratnapura and Pelmadulla Extensions, new information

The following two maps later surfaced and observations are listed.

1. **Pelmadulla Railway Extension, Realignment of 1904 (Survey General's Office, Map Reference 147/04)**

According to the above map, the proposal for the Pelmadulla extension had been traced parallel to the present day A4 Road from Ratnapura to Pelmadulla. This clarifies use of the term 'Pelmadulla Extension'. The proposed railway had been planned to run through the following townships and villages beyond Tiriwanaketiya.

Ehalapola, Marapana, Pelwadiya, Welimaluwa, Lellopitiya, Dippitigala, Sannasgama, Denawakapalakada, Ganegama, Rilhenagama and Pelmadulla Terminus. The proposed terminus station is located to the right side of the 'Y' junction where the A4 and A18 roads diverge at Pelmadulla, in the direction of Kahawatta.

The following gradients were also observed in the map.

- 1/31 and 1/16 between Ehalapola and Marapana (between 58 and 60 mile posts)
- 1/40, 1/25 and 1/24 between Pelwadiya and Welimaluwa (between 60 and 62 mile posts)
- 1/30 between Sannasgama and Denawakapalakada (between 64 and 65 mile posts)

In this map the distance between Ratnapura Station and Pelmadulla Station is 11.75 miles, whereas ultimately the distance between Ratnapura and Kahawatta was 17.1 miles and between Ratnapura and Opanake was 21.56 miles (a 45% increase in the distance up to Kahawatta). Mileage at Ratnapura Station is 56, but during actual construction it was 63.72 miles. This was due to the shorter distance of the earlier alignment proposal of the Ratnapura extension.

It is assumed that the reason to select a longer route in the actual construction was to avoid the steep gradients mentioned above. (Refer figure A5.18: Pelmadulla Railway Extension – Plan Showing Proposed Realignment of 1904)

2. **Ratnapura Railway Extension, Realignment of 1903 (Survey General's Office, Map Reference 175/04)**

It is noted that proposed stations of this extension were, Kendagamuwa (later Eheliyagoda), Parakaduwa, Kuruwita and Ratnapura. Getahetta passenger station was not included. The distance between Avissawella Station and Ratnapura Station was 26.5 miles, which is almost the actual distance, 26.86 miles.

Page 33 V1 Rail car conversion

Class V1 Sentinel Rail cars were withdrawn from service a few years after the closure of the Yatiyantota Section of the Kelani Valley Railway in 1942. Accordingly, Rail car number 329 was withdrawn on 21 November 1944 and 328 and 330 on 5 February 1946. It is assumed that these Rail cars were in service along the rest of the KV between OPK and HMA until their withdrawal.

Two of these withdrawn Rail cars, numbers 328 and 330 were converted to third class trailers in 1949. Stock number 6859 was assigned to V1 328 and 6860 to V1 330. 6860 was put into service on 15 February 1949 and 6859 on 26 March 1949.

The following modifications were carried out to these Rail cars.

External Modifications: Articulated power unit containing the engine, boiler, coal storage, water storage and controls were fully removed. Old type KV carriage bogie was fitted at 7'-6" from the front end of the coach (bogie wheel diameter, 2'-0"). Access between the power unit and the passenger trailer was closed and three glass windows were fitted, with louvers on top. The electric head lamp, tail lamp, lamp brackets and the cowcatcher at the trailer end were also removed and regular buffers were fitted at both ends. The underframe-suspended water tank was removed. (CGR drawings do not show the existence of the accumulator box and the dynamo. As it was located where the KV bogie was fitted and thus had to be moved, the author assumes that it was fixed elsewhere and not indicated in the drawing. Electric lighting was retained, which necessitated the presence of an accumulator box and a dynamo.)

Internal Modifications: Rear end control cab was converted to a Guard's compartment. Rear end dual controls were removed, and a brake pillar was installed. This brake pillar was for the purpose of stabling only. Instructions say that the Guard's compartment to be kept padlocked; keys to be carried by the Guard when used on baby trains, and at other times made available to Shunters through Station Masters if necessary. Seating capacity of this trailer was 44. (Even though V1 Rail cars had seating for 34 third class and 6 first class passengers, they were classless by the time of the withdrawal. 6 first class seats had been replaced with 10 third class seats.)

These converted trailers were intended for use in baby trains only and not used as brake vehicles.

6859 was condemned on 9 December 1954 after 5 years in service and 6860 on 16 December 1960, after 11 years of service.

Refer Figures A2.6 (in the book) and A2.59 for further details.

2.3 Industrial narrow gauge railways of Ceylon/Sri Lanka

Page 33 **Salt Industry, Early Steam Locomotives at Elephant Pass Salterns:**

According to the Administration Report of the Department of Salt and Mineralogy for 1934, a steam locomotive has been used to transport salt from crystalising beds to raised earth platforms. This report does not reveal any additional information on the type of locomotive used. However, the next year's report (report of 1935) has some photographs. One photograph reveals a locomotive. It looks a very simple vertical boilered machine. Chris West from the United Kingdom suggests that it may have been produced at Bedford Engineering, and most of the records of this firm had been lost. (Refer Plate 2.3.8)

Page 41 **Crown Agent's 0-4-0ST Locomotive Additional Details:** despatched from Bagnall in May 1914 (probably have been ordered in 1913). A standard 7" x 12" 0-4-0ST design, 1'-9.5" wheel diameter.

2.4 Other uses of Narrow Gauge Motive Power and Rolling Stock

Page 43 ***'Pitagamkarayo'*** **Teledrama Additional Details:** The following information was extracted from a letter issued by the Commercial Superintendent of Railway to the Director of the teledrama on 18 February 1994.

The allocated shooting location was a quarter mile from Waga (WGG) Railway Station in the direction of Avissawella (AVS) at the 28 ¼ mile post (the exact location was known as *Welipalama*), within the railway reservation. Permission was granted to erect a mock-up railway station and a platform without obstructing the daily train operations. It was necessary to remove the station and the setup immediately after the teledrama shooting and hand over the location to the Inspector, Permanent Way.

To suit the 1917[3] era, a steam powered locomotive was allocated on 6 and 7 March 1994, for two hours each day. The Director of the teledrama had been

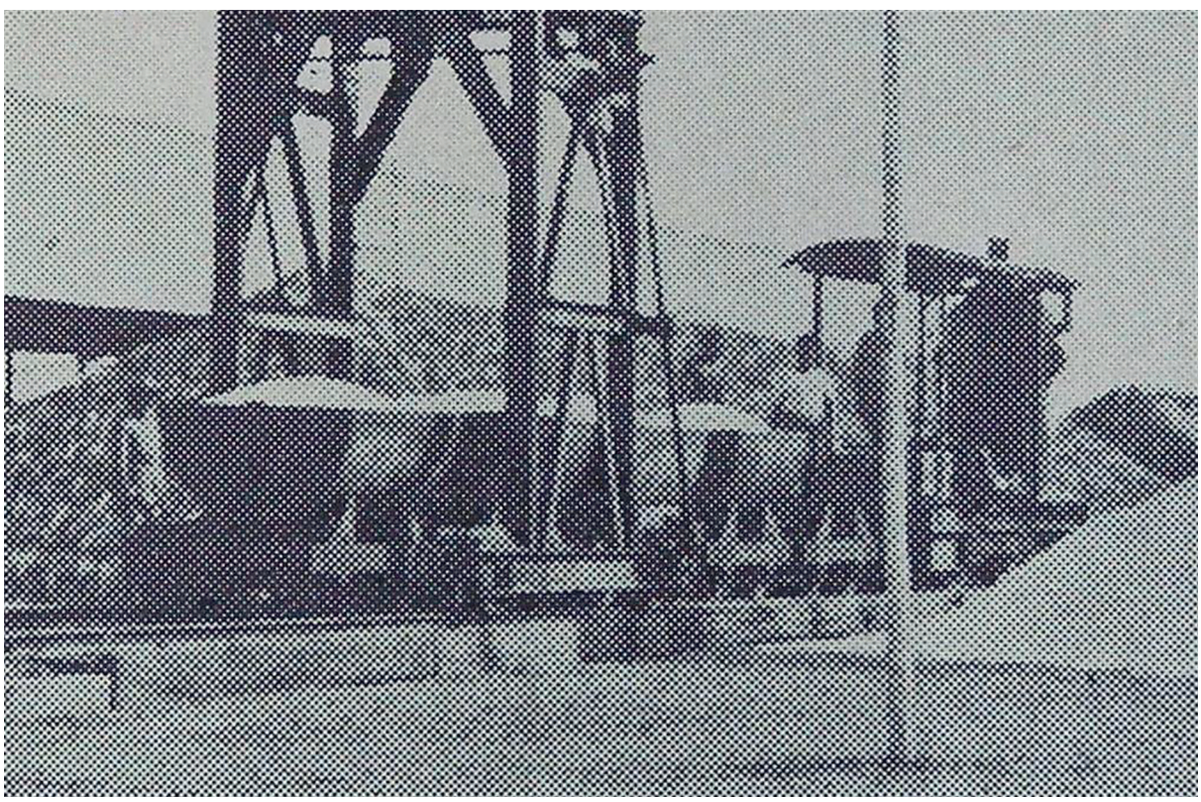

Plate 2.3.8
Ceylon Government Press/Chris West

A very simple, vertical boilered locomotive used in Elephant Pass Salterns in 1935.

3 The locomotive for the movie shoot was Class J1 220 which was put to run on the KV railway in January 1925, which was eight years after 1917 in which year the teledrama was set in. A class J2 or K1 locomotive would have been more appropriate. Unfortunately, none of those were in service by 1994.

advised to discuss the matter with the Chief Engineer (Motive Power).

Equipment and railway accessories relevant to the era had to be obtained from the Administrative Officer (Transportation) and returned in good order after the shoot.

It had been instructed to take all precautions to avoid any damage to the railway and its property. Any damage had to be compensated for. District Transport Instructor was allocated on location during the shooting.

Page 62 **First and Second Class Refreshment Cars of Kelani Valley Railway**

Even though there were no buffet cars on the Narrow Gauge Railways of Ceylon, there had been refreshment cars on the Kelani Valley Railway, at least in the early days. Recently, a drawing of a Kelani Valley First and Second Class Refreshment Car surfaced and is included as figure A2.51 in this supplement. There may have been first class refreshment cars and second class refreshment cars as well. As there was no vestibule connectivity, these refreshment cars may have been patronized while stationed or on the go, with passengers having to embark and disembark at stations.

This First and Second Class Refreshment Car consisted of first and second class compartments at each end separated by a kitchen in the centre. This kitchen consisted of a coal stove, ice box, a sink and two sets of cupboards with racks above to store wine glasses, tumblers, plates, saucers, and cups. Hence it is assumed that this kitchen served only light refreshments and snacks, not main courses.

The first class compartment provided seating for seven. There was a leather covered sofa for three with two flap tables in front, and four individual chairs, facing each other in two rows with a table in the middle. The chairs were timber framed reeds. A separate lavatory was provided.

The second class compartment provided seating for ten. A sofa for four passengers with a flap table in front and two bench chairs facing each other with a table in the middle were provided. The sofa would have been covered with rattan and the other seats were similar to the seats of the first class compartment. Here too, a separate lavatory was provided.

According to a drawing note, the entire car was downgraded to a second class refreshment car at an unknown date.

CHAPTER 3

The Sabaragamuwa Railway

3.4 Closure of the Sabaragamuwa Section page 88

Standing order to close KV beyond Homagama:

Closing of the section beyond Homagama on the K.V. Line for Passenger Traffic

Consequent to the decision to close the section beyond Homagama for passengers, parcels and mail with effect from 1.9.71, instructions were issued accordingly vide letter No. CE/ Misc/1971 of 20.8.71.

It is now notified for the information of all concerned that while a complete service in respect of passenger, parcels and goods exists from Colombo to Homagama, restricted passenger services operate from Homagama to Avissawella and a rail car service operates from Ratnapura to Opanaike while through goods trains are operated between Maradana and Opanaike.

All stations and agencies are reminded that traffic hitherto dealt with by any of the agencies that have been closed down should be dealt with by adjoining stations or agencies; thus, affording the general public suitable facilities in spite of the fact that these agencies have been closed down for economic reasons.

Please note and ensure that action is taken accordingly booking parcels in terms of para. 3 above. Such parcels should, where no passenger trains are available, be conveyed in the Brake Vans of Goods trains.

(Papers: CE/Misc./1970) Para. 20 G.M.'s Circular 5 (Standing Orders in Weekly Notices 1972: 50)

CHAPTER 4

The Sabaragamuwa Railway

4.3 Mysteries and Myths

3. Why Opanake Terminus and not Kahawatta? Page 117 *additional information*

The author's latest research has revealed that, indeed Opanake was a separate extension.

According to the Ceylon Administration Reports of 1912 – 1913, the original terminus of the Pelmadulla Extension was Kahawatta, which is at 17 miles from Ratnapura. As of the same report

of 1916, there had been two extensions proposed beyond Kahawatta.

1. Opanake Extension: A 4 ¾ mile extension to Opanake, to a point at the foot of Balangoda Pass, to facilitate the Balangoda plantation district. This has been approved in 1914.
2. Madampe Extension: A 6 mile extension to Madampe, to the foot of the Rakwana mountains to facilitate the Rakwana plantation district. This proposal was not approved and later the Pelmadulla and Opanake extensions were collectively named as 'Pelmadulla Extension'. The reasons for dropping the Madampe Extension are unknown. The author suggests that the following are the possible reasons.
    - Paucity of funds and materials due to the outbreak of the First World War in 1914. (The Pelmadulla Extension of the Kelani Valley railway was delayed for three years from 1916 to 1919 mainly due to this reason.)
    - The proposed extension passed through very rough and broken country with a considerable climb in the terrain from Kahawatta to Madampe. (Elevation above Mean Sea Level: Kahawatta 400 feet, Opanake 476 feet and Madampe 659 feet.) This would have meant a 259 foot climb in the 6 miles between Kahawatta and Madampe which is 2.7 times greater than the climb between Kahawatta and Opanake, the steepest of all Kelani Valley and Sabaragamuwa extensions.
    - The Kahawatta Station is located on the right bank of the *Wey Ganga*. It would have been necessary to construct a considerably long bridge (at least 300 feet) to cross the river, as the *Wey Ganga* is prone to seasonal floods and as a result the river basin is wide. This may have greatly impacted on the cost estimate.

Any keen railway enthusiast will realise that the station at Kahawatta has been planned as a terminus station indeed. A considerably wider railway yard and single storied bigger goods shed can still be seen at Kahawatta, which is identical to all terminus stations of the Kelani Valley and Sabragamuwa light railway, namely AVS, YTO, RPR and OPK.

Avissawella Town Halt (ATH), new information

ATH appears only in the timetables issued after 1978, after it had been opened for traffic on 8 December 1978, following

the closure of the Sabaragamuwa extension. Avissawella Town Halt was a train halt located about 750 metres from Avissawella Station towards Getahetta, before the second railway crossing in front of the Avissawella Police Station. It was located to the left, behind the Avissawella town. There was a masonry footpath with steps to climb up from the Avissawella town to the train halt, which survives to date. The Train Halt had an all-steel lean-to roof canopy.

It is said that passenger trains set back from AVS to ATH to pick up and drop passengers. This halt functioned at least up to 1982, as it is included in the timetables. However, in 1983, there were no trains from or to ATH (Refer tables A1.18 and A1.19). Further, ATH was only allocated for baby trains which were running between Padukka and Avissawella Town Halt.

How this train halt came into existence is not that clear. There are two possibilities.

1. Lifting of track of the Ratnapura extension may have been suspended before AVS Station, near the Southern outskirts of the Avissawella town. A new train halt may have been established to facilitate the commuters and to use the remaining length of track beyond AVS Station.
2. The newly elected government in 1977 reopened several railway stations[4] which had been closed by the previous government. There had been promises to re-lay the track up to Ratnapura as well (verbal information only). The new government may have re-laid the track for a short distance, to 'showcase' their intentions, and ATH may have been opened at that time.

However, from 1983 onwards railway land was acquired to develop the road network within the Avissawella town limits. The over bridge was lifted as well. By this time, ATH and the track between AVS and ATH should have been lifted too. (Refer Table A1.18 and A1.19 for KV timetables of 1982 and 1983.)

4 As stated in the 'Dinamina' newspaper on 7 April 1979, the following railway stations and train halts had been reopened: Waga, Avissawella, Kinigama, Thimbiriyagedara, Mangala Eliya, Pilimathalawa, Uduwa (railway stations), Uyangalla, Kosgama, Puwakpitiya, Pinnawala, Kolonnawa, Radella (train halts). The paper further claimed that of 105 trains that had been cancelled before July 1977, 92 had resumed in 1978 under the new government, and 16 new trains were introduced as well.

List of Figures, Plates and Tables included in the appendices

Note: All the figures and tables are named according to the chapter or the appendix they are related to.

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APPENDIX ONE

Table A1.3 Narrow Gauge Railway Stations, distances and heights Page 182

Uda Pussellawa Railway, Nanu Oya to Ragalla

Number 8: Altitude of the Brookside Station

Dr. David Hyatt, author of Railways of Sri Lanka has kindly sent us the following information, observations and conclusions in November 2021.

"A small point about the gradient profile for the UPR.

I notice the heights you use are essentially the same as in my book, i.e. those in Cave[4] but with Brookside and Ragala transposed as Ragala is lower than Brookside and Cave certainly has them the wrong way round.

However, as I explained in my Supplement, I still believe the Brookside value to be in error for two reasons:

(i) it requires an unrealistic gradient of 1:16.5 between Brookside and Ragala; unrealistic because it is both very steep and the ruling (steepest) gradient of the UPR is clearly stated as 1:24 in a number of references (I believe this was between NEY and Pedro),

(ii) **examination of the contour lines on the 1" OS map (I have checked these again today) shows that Brookside Station was between 5,500 and 5,600 ft. (1,676 and 1,706 metres), and 1,773 metres is definitely not in this range!**

Since the average gradient from Kandapola to Ragala is the sensible 1:27, if we assume this throughout we can roughly estimate the height of Brookside as 5,560 ft. (1,694 metres), in complete agreement with the contour line data."

4 The Ceylon Government Railway: A Descriptive and Illustrative Guide, first published in 1910 by Henry W. Cave, British author, photographer and publisher, who wrote several important books on Ceylon, as Sri Lanka was then known. (Author's footnote)

Table A1.18 1982 KV Timetable

UP	CODE	FOT to AVS					
		471 Pass (NS, NSU)	482 Pass (NSU)	486 Pass (NS, NSU)	488 Pass (Daily)	492 Pass (NSU)	494 Pass (NS, NSU)
		a.m	p.m	p.m	p.m	p.m	p.m
Colombo Fort (W) X	**FOT**	–	1.45	4.27	4.55	5.45	6.15
Maradana (W) X	**MDA**	4.50	1.52	4.34	5.02	5.52	6.22
Baseline Road X	**BSL**	4.57	1.59	4.41	5.09	5.59	6.29
Cotta Road X	**CRD**	5.03	2.04	4.46	..	6.04	6.34
Manning Town**	**MGT**	..	..	4.52	5.14	..	..
Narahenpita X	**NHP**	5.10	2.12	4.56	5.15	6.12	6.42
Kirillapone *	**KPE**	5.16	2.18	5.01	..	6.18	6.48
Nugegoda X	**NUG**	5.22	2.24	5.07	5.23	6.24	6.54
Udahamulla *	**UHM**	5.28	2.31	5.14	5.30	6.31	7.01
Nawinna X	**NWN**	5.34	2.37	5.20	5.36	6.37	7.07
Maharagama *	**MAG**	5.38	2.42	5.25	5.41	6.42	7.12
Pannipitiya X	**PAN**	5.46	2.49	5.32	5.49	6.50	7.20
Kottawa *	**KOT**	5.55	–	–	5.56	6.57	7.27
Malapalla X	**MPL**	6.03	–	–	6.01	7.02	7.40
Homagama (AW) X	**HMA**	6.13	–	–	6.12	7.12	7.50
Migoda *	**MGD**	–	–	–	6.26	–	–
Padukka X	**PDK**	–	–	–	6.40	–	–
Angampitiya		–	–	–	6.49	–	–
Pinnawala *	**PNW**	–	–	–	6.55	–	–
Waga X	**WGG**	–	–	–	7.06	–	–
Kadugoda **		–	–	–	7.13	–	–
Kosgama *	**KSG**	–	–	–	7.20	–	–
Puwakpitiya *	**PWP**	–	–	–	7.35	–	–
Avissawella	**AVS**	–	–	–	7.47	–	–
Avissawella Town Halt**	**ATH**	–	–	–	–	–	–

Table A1.18 1982 KV Timetable

DOWN	CODE	AVS to FOT							
		905 Pass (NS, NSU)	904 Pass (SUO)	906 Pass (NSU)	907 Pass (Daily)	909 Pass (NS, NSU)	918 Pass (NSU)	924 Pass (NS, NSU)	931 Pass (NSU)
		a.m	a.m	a.m	a.m	a.m	p.m	p.m	p.m
Avissawella Town Halt**	**ATH**	–	–	–	–	–	–	–	–
Avissawella	**AVS**	–	–	–	5.15	–	–	–	–
Puwakpitiya *	**PWP**	–	–	–	5.28	–	–	–	–
Kosgama *	**KSG**	–	–	–	5.43	–	–	–	–
Kadugoda **		–	–	–	5.50	–	–	–	–
Waga X	**WGG**	–	–	–	5.57	–	–	–	–
Pinnawala *	**PNW**	–	–	–	6.08	–	–	–	–
Angampitiya		–	–	–	6.14	–	–	–	–
Padukka X	**PDK**	–	–	–	6.23	–	–	–	–
Migoda *	**MGD**	–	–	–	6.37	–	–	–	–
Homagama (AW) X	**HMA**	5.50	6.10	6.28	6.51	7.10	–	–	7.27
Malapalla X	**MPL**	6.01	6.21	6.39	7.02	7.21	–	–	7.38
Kottawa *	**KOT**	6.06	6.26	6.44	7.07	7.26	–	–	7.43
Pannipitiya X	**PAN**	6.13	6.33	6.51	7.14	7.33	3.00	5.52	7.50
Maharagama *	**MAG**	6.21	6.41	6.59	7.22	7.41	3.08	6.00	7.58
Nawinna X	**NWN**	6.26	6.46	7.04	7.27	7.46	3.13	6.05	8.03
Udahamulla *	**UHM**	6.32	6.52	7.10	7.33	7.52	3.19	6.11	8.08
Nugegoda X	**NUG**	6.39	6.59	7.17	7.40	7.59	3.26	6.28	8.15
Kirillapone *	**KPE**	6.45	7.05	7.23	7.45	8.05	3.32	6.33	8.21
Narahenpita X	**NHP**	6.51	7.11	7.29	7.48	8.11	3.38	6.46	8.27
Manning Town**	**MGT**	..	..	7.33	..	..	..	..	..
Cotta Road X	**CRD**	7.00	7.18	7.39	7.54	8.18	3.45	6.53	8.34
Baseline Road X	**BSL**	7.06	7.24	7.45	8.00	8.24	3.51	6.59	8.40
Maradana (W) X	**MDA**	7.13	7.31	7.52	8.07	8.31	3.57	7.06	8.46
Colombo Fort (W) X	**FOT**	7.19	7.37	7.58	8.13	8.37	–	7.12	–

Baby Train Service. Padukka to Avissawella

UP	CODE	PDK to AVS			
		474 BT (Daily)	474A BT (SO)	475 BT (NSU)	474 BT (Daily)
		a.m	a.m	p.m	p.m
Padukka X	**PDK**	8.00	11.20	1.00	4.50
Arukwatte		8.06	11.26	1.05	4.55
Angampitiya**		8.10	11.30	1.10	5.00
Pinnawala	**PNW**	8.16	11.36	1.16	5.06
Gammana		8.21	11.41	1.21	5.11
Morakelle		8.26	11.46	1.26	5.16
Waga X	**WGG**	8.30	11.49	1.30	5.20
Kadugoda **		8.37	–	1.37	5.27
Arapangama		8.40	–	1.40	5.30
Kosgama *	**KSG**	8.45	–	1.45	5.35
Aluthambalama		8.51	–	1.51	5.41
Miriswatte		8.54	–	1.54	5.44
Hingurala		8.59	–	1.59	5.49
Puwakpitiya *	**PWP**	9.04	–	2.04	5.54
Puwakpitiya Town		9.08	–	2.08	5.58
Kiriwandala		9.13	–	2.13	6.03
Avissawella	**AVS**	9.20	–	2.20	6.10
Avissawella Town Halt	**ATH**	9.22	–	2.22	6.12

DOWN	CODE	AVS to PDK			
		911 BT NSU	912 BT NSU	912A BT SO	913 BT NSU
		a.m	a.m	p.m	p.m
Avissawella Town Halt	**ATH**	6.08	9.38	–	3.03
Avissawella	**AVS**	6.20	9.50	–	3.15
Kiriwandala		6.27	9.57	–	3.22
Puwakpitiya Town		6.32	10.02	–	3.27
Puwakpitiya *	**PWP**	6.36	10.06	–	3.31
Hingurala		6.41	10.11	–	3.36
Miriswatta		6.46	10.16	–	3.41
Aluthambalama		6.49	10.19	–	3.44
Kosgama *	**KSG**	6.55	10.25	–	3.50
Arapangama		7.00	10.30	–	3.55
Kadugoda **		7.03	10.33	–	3.58
Waga X	**WGG**	7.10	10.40	12.10	4.05
Morakelle		7.14	10.44	12.14	4.09
Gammana		7.19	10.49	12.19	4.14
Pinnawala *	**PNW**	7.24	10.54	12.24	4.19
Angampitiya**		7.30	11.00	12.30	4.25
Arukwatte		7.34	11.04	12.34	4.29
Padukka X	**PDK**	7.39	11.09	12.39	4.34

Table A1.19 1983 KV Timetable

UP	CODE	FOT to AVS					
		471	482	486	488	492	494
		a.m	p.m	p.m	p.m	p.m	p.m
Colombo Fort	**FOT**	–	1.45	4.27	4.55	5.45	6.15
Maradana	**MDA**	4.50	1.51	4.33	5.01	5.51	6.21
Baseline Road	**BSL**	4.56	1.58	4.40	5.07	5.58	6.28
Cotta Road	**CRD**	5.02	2.04	4.46	..	6.04	6.34
Manning Town**	**MGT**	..	..	4.52	..	..	..
Narahenpita	**NHP**	5.09	2.11	4.55	..	6.11	6.41
Kirillapone*	**KPE**	5.15	2.17	5.02	..	6.17	6.47
Nugegoda	**NUG**	5.21	2.23	5.06	5.22	6.23	6.53
Udahamulla*	**UHM**	5.28	2.30	5.13	5.29	6.30	7.00
Nawinna	**NWN**	5.33	2.35	5.19	5.35	6.35	7.06
Maharagama*	**MAG**	5.38	2.41	5.24	5.40	6.41	7.11
Pannipitiya	**PAN**	5.45	2.49	5.32	5.48	6.49	7.19
Kottawa*	**KOT**	5.51	–	–	5.55	6.56	7.26
Malapalla	**MPL**	5.55	–	–	6.00	7.01	7.30
Homagama	**HMA**	6.13	–	–	6.11	7.12	7.50
Migoda*	**MGD**	–	–	–	6.25	–	–
Padukka	**PDK**	–	–	–	6.39	–	–
Arukwatta**	**ARW**	–	–	–	..	–	–
Angampitiya**	**API**	–	–	–	6.48	–	–
Pinnawala*	**PNW**	–	–	–	6.54	–	–
Gammana**	**GMN**	–	–	–	..	–	–
Morakelle**	**MKP**	–	–	–	..	–	–
Waga	**WGG**	–	–	–	7.05	–	–
Kadugoda**	**KDG**	–	–	–	7.12	–	–
Arapangama**		–	–	–	..	–	–
Kosgama*	**KSG**	–	–	–	7.19	–	–
Aluthambalama**		–	–	–	..	–	–
Miriswatta**		–	–	–	..	–	–
Hingurala**		–	–	–	..	–	–
Puwakpitiya*	**PWP**	–	–	–	7.34	–	–
Puwakpitiya Town**		–	–	–	..	–	–
Kiriwandala**		–	–	–	..	–	–
Avissawella	**AVS**	–	–	–	7.47	–	–
Avissawella Town Halt**	**ATH**	–	–	–	–	–	–

Table A1.19 1983 KV Timetable

DOWN	CODE	AVS to FOT						
		905	906	907	909	918	924	921
		a.m	a.m	a.m	a.m	p.m	p.m	p.m
Avissawella Town Halt**	**ATH**	–	–	–	–	–	–	–
Avissawella	**AVS**	–	–	5.15	–	–	–	–
Kiriwandala**		–	–	..	–	–	–	–
Puwakpitiya Town**		–	–	..	–	–	–	–
Puwakpitiya*	**PWP**	–	–	5.27	–	–	–	–
Hingurala**		–	–	..	–	–	–	–
Miriswatta**		–	–	..	–	–	–	–
Aluthambalama**		–	–	..	–	–	–	–
Kosgama*	**KSG**	–	–	5.42	–	–	–	–
Arapangama**		–	–	..	–	–	–	–
Kadugoda**	**KDG**	–	–	5.49	–	–	–	–
Waga	**WGG**	–	–	5.56	–	–	–	–
Morakelle**	**MKP**	–	–	..	–	–	–	–
Gammana**	**GMN**	–	–	..	–	–	–	–
Pinnawala*	**PNW**	–	–	6.07	–	–	–	–
Angampitiya**	**API**	–	–	6.13	–	–	–	–
Arukwatta**	**ARW**	–	–	..	–	–	–	–
Padukka	**PDK**	–	–	6.22	–	–	–	–
Migoda*	**MGD**	–	–	6.36	–	–	–	–
Homagama	**HMA**	5.50	6.28	6.50	7.10	–	–	7.27
Malapalla	**MPL**	6.00	6.38	7.01	7.20	–	–	7.37
Kottawa*	**KOT**	6.05	6.43	7.06	7.25	–	–	7.42
Pannipitiya	**PAN**	6.12	6.50	7.13	7.32	3.00	5.52	7.49
Maharagama*	**MAG**	6.20	6.58	7.21	7.40	3.07	5.59	7.57
Nawinna	**NWN**	6.25	7.03	7.26	7.45	3.12	6.04	8.02
Udahamulla*	**UHM**	6.31	7.09	7.32	7.51	3.18	6.10	8.08
Nugegoda	**NUG**	6.38	7.16	7.39	7.58	3.25	6.17	8.15
Kirillapone*	**KPE**	6.44	7.22	7.44	8.04	3.31	6.22	8.21
Narahenpita	**NHP**	6.50	7.38	7.48	8.10	3.37	6.27	8.28
Manning Town**	**MGT**	..	7.32	..	8.14	..	..	..
Cotta Road	**CRD**	6.59	7.37	7.53	8.17	3.44	6.51	8.34
Baseline Road	**BSL**	7.05	7.43	7.59	8.23	3.50	6.58	8.41
Maradana	**MDA**	7.12	7.50	8.06	8.30	3.57	7.05	8.46
Colombo Fort	**FOT**	7.19	7.57	8.13	8.37	–	7.12	–

Note: This timetable was extracted from a commercially printed document.
All trains are passenger trains.

APPENDIX TWO

Table A2.5A Details of the Rolling Stock Drawings (except Passenger Carriages), New Details

No.	Description	Code numbers	Stock numbers	Internal journals	Centre of of journals	Diameter	Capacity tare	Average tare	Notes
1	**Four Wheel Steel Lowside Wagon (UPR)**	LSU	5045, 5046	6'-0" X 11'-0"	4'-0"	2 3/4" X 6"	5 tons	1 ton 17 cwt	
2	**Four Wheel Steel Covered Goods Wagon (UPR)**	CGU	Unknown	6'-0" X 11'-0"	4'-0"	2 3/4" X 6"	363 cu. ft or 72.6 cu. ft per ton of load	2 ton 6 cwt 2 qr	Ventilators not required.
3	**Bogie Steel Covered Goods Wagon (UPR)**	BCGSU	4273, 4274, 4275	6'-0" X 16'-0"	4'-0"	2 3/4" X 6"	7 tons	5 ton 9 cwt	Converted from four wheel.

Table A2.6A Details of the Passenger Carriage Drawings, New Details

No.	Description	Code	Stock numbers (incomplete)	Length over buffers	Length of body	Width of body	Centres of bogies	Capacity Passengers	Average tare	Notes
1	Four Wheel First Class Saloon (UPR)	FCU	6000	13'-1"	11'-0"	6'-0"	4'-6"	4	2 ton 7 cwt 2 qr	Furnished with four movable chairs.
2	Four Wheel Third Class Passenger Carriage (UPR)	TCU	104 – 109, 114, 115, 122, 123	13'-1"	11'-0"	6'-0"	4'-6"	16	2 ton 7 cwt 2 qr	
3	Four Wheel Staff Travelling Van (UPR)	TRVU	5078, 5079	13'-1"	11'-0"	6'-0"	4'-6"	Unknown	2 ton 7 cwt 2 qr	
4	Four Wheel Goods Brake Van (Type 1) (UPR)	GBVU	110 – 112, 117, 118, 121	13'-1"	11'-0"	6'-0"	4'-6"	0	4 ton 4 cwt 3 qr	
5	Four Wheel Goods Brake Van (Type 2) (UPR)	GBVU	5073 – 5076	13'-1"	11'-0"	6'-0"	4'-6"	Unknown	4 ton 4 cwt 3 qr	
6	Breakdown Van	BDVK	5175	27'-6 3/4"	25'-2"	6'-3"	16'-8"	0	7 ton 9 cwt 3 qr	
7	Second Class Carriage (Type 7)	SCK	44, 48, 49, 57 – 59, 77 – 81	32'-10 3/4"	30'-6 1/2"	6'-6"	22'-0"	22	10 ton	Old standard type bogies.
8	Second Class Carriage (Type 8)	SCK	1, 26	32'-10 3/4"	30'-6"	6'-6"	22'-0"	22	11 ton	Old standard type bogies.
9	First and Second Class Refreshment Car		607	32'-10 3/4"	30'-6"	6'-6"	22'-0"	1st Class 7, 2nd Class 10	Unknown	Converted to second class.
10	Third Class Trailer	TCTK	6859, 6860	39'-5 3/8"	36'-10 5/8"	7'-0"	21'-6 5/8"	44	10 ton	Converted from Class V1 number 328 and 330.
11	Third and Brake Composite (Type 4)	TVK	20	32'-10 3/4"	30'-6 1/2"	6'-6"	22'-0"	31	Unknown	

Table A2.7A Details of the Rolling Stock, CGR Records, New Details

Rolling Stock, Uda Pussellawa Railway

Description of Vehicle	Length over buffers	Total wheelbase	Rigid wheelbase	Average height of floor above rail	Average Tare in Tons	Carrying capacity	Length inside	Width inside	Height of sides inside	Remarks
	ft. in.	ft. in.	ft. in.	ft. in.	ton	ton	ft. in.	ft. in.	ft. in.	
Eight-wheeled passenger stock	16'-1 1/2 "	12'-0"	3'-0"	2'-1"	–	–	–	–	–	
Four-wheeled passenger stock	13'-1 1/2"	4'-6"	4'-6"	2'-1"	2 1/2	–	–	–	–	
Eight-wheeled lowside wagon	18'-1"	12'-0"	3'-0"	1'-9 1/2"	3 1/4	8	15'-11 1/2"	5'-11 1/2"	1'-4"	
Four-wheeled steel covered wagon	13'-1 1/2"	4'-6"	4'-6"	1'-9 1/2"	2 1/4	5	11'-0"	6'-0"	–	
Four-wheeled steel covered lime wagon	13'-1 1/2"	4'-6"	4'-6"	1'-9 1/2"	2 1/4	5	11'-0"	6'-0"	–	
Four-wheeled highside wagon	13'-1 1/2"	4'-6"	4'-6"	1'-9 1/2"	1 3/4	5	11'-0"	6'-0"	2'-0"	
Four-wheeled lowside wagon	13'-1 1/2"	4'-6"	4'-6"	1'-9 1/2"	1 3/4	5	11'-0"	6'-0"	1'-4"	
Four-wheeled liquid fuel tank wagon	13'-1 1/2"	4'-6"	4'-6"	–	3 3/4	3 1/2	10'-11 1/2"	4'-9"	3'-3"	

Source: CGR, Way and Works Department 1927: 133 – 134

Rolling Stock, Kelani Valley Railway

Description of Vehicle	Code	Inside Dimensions				Door Opening		Average Weight
		Length	Breadth	Height at centre	Height at sides	Height	Width	
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	Tons cwt. qr.
Bogie covered goods (steel)	**CGSK**	25'-0"	6'-2"	6'-5 13/16'	5'-7 5/16"	5'-5 3/16"	4'-6 1/4"	7 10 0
Bogie covered goods (steel)	**CGSK**	25'-0"	6'-2"	6'-6"	5'-7 1/2"	5'-6"	4'-5"	7 10 0
Bogie Highside (steel)	**HSK**	24'-8"	5'-10"	–	–	–	–	6 13 2
Bogie Lowside (steel)	**LSK**	24'-8 ½"	6'-3"	–	–	–	–	6 12 2
Bogie Lowside (steel)	**LSK**	24'-8"	5'-10"	–	–	–	–	7 12 2
Bogie Lowside (steel)	**LSK**	24'-11 ¾"	6'-2"	–	–	–	–	8 12 2
Bogie Timber Trucks	**TTK**	24'-8"	5'-10"	–	–	–	–	
Bogie Horse Box and Carriage Truck	**HCVK**	30'-8"	6'-8 ½"	7'-6"	6'-9"	6'-6"	6'-4"	
						Luggage Compartment		
Brake Van	**PBVK**	–	–	–	–	5'-7 7/8"	3'-10 1/2"	
Brake Van	**TVK**	–	–	–	–	5'-7 7/8"	3'-10 1/2"	
Crane Wagon	**TRCK**	–	–	–	–	–	–	20 12 0

Source: CGR, Appendix to Rules and Regulations 1951

Table A2.10 Narrow Gauge Motive Power Purchasing Costs (Incomplete)

Stock No. or Register No.	Locomotive Class	Purchasing Cost in LKR
293	H1	94,243.45
160	J2B	39,284.24
176	J2A	43,339.94
177	J2A	43,766.38
178	J2A	43,766.37
203	L1B	66,203.00
263	J1A	73,286.00
264	J1A	73,286.00
291	J1B	65,709.27
292	J1B	65,709.27
331	V2	43,387.50
332	V2	43,387.50
333	V2	43,387.50
527	P1	150,444.00
528	P1	150,444.00
529	P1	150,444.00
530	P1	150,444.00
564	N1	314,962.00
565	N1	314,962.00
566	N1	314,962.00
567	N1	314,962.00
568	N1	314,962.00
708	Narrow Gauge Petrol Inspection Trolley	24,000.00
730	N2	325,000.00
731	N2	325,000.00
732	N2	325,000.00

Source: Sri Lanka Railway

Table A2.11 Narrow Gauge Wagon and Carriage Codes (Incomplete)

Kelani Valley Railway

Number	Code	Wagons (Bogie Stock)
1	**HSK**	Bogie **H**igh **S**ide Coal, **K**elani Valley
2	**LSK**	Bogie **L**ow **S**ide Wagon, **K**elani Valley
3	**CGSK**	**C**overed **G**oods **S**teel, **K**elani Valley
4	**CHSK**	**C**ell **H**igh **S**ide Wagon, **K**elani Valley
5	**BDVK**	**B**reak**D**own **V**an, **K**elani Valley
6	**TWK/TWSK**	**T**est **W**agon, **K**elani Valley (For Weighing Machines)
7	**WTK**	Bogie **W**ater **T**ank Wagon, **K**elani Valley
8	**BDTK**	**B**ogie **D**iesel **T**ank, **K**elani Valley
9	**CWK**	Bogie **C**attle **W**agon, **K**elani Valley
10	**EVK**	Bogie Steel **E**xplosives **V**an, **K**elani Valley
11	**TTK**[1]	**T**imber **T**ruck, **K**elani Valley
12	**KTK/KWK**	**K**erosene **T**ank Wagon/**K**erosene **W**agon, **K**elani Valley
13	**MTK**	**M**otor Gasoline **T**ank Wagon, **K**elani Valley
14	**DTK**	**D**iesel **T**ank Wagon, **K**elani Valley
15	**OTK**	**O**il **T**ank Wagon (Liquid Fuel Tank Wagon), **K**elani Valley
16	**PTK**	**P**etrol **T**ank Wagon, **K**elani Valley
17	**WWLK**	**W**ay and **W**orks **L**ow Side Wagon, **K**elani Valley/Bogie Ballast Wagon
18	**WWBK**	**W**ay and **W**orks Ballast **B**rake Wagon, **K**elani Valley
19	**TRCK**	10 Ton **TR**avelling **C**rane Runner, **K**elani Valley
20	**WWBK**	**W**ay and **W**orks **B**rake, **K**elani Valley
21	**GBVK**	**G**oods **B**rake **V**an, **K**elani Valley
22	**BDVK**	**B**reak**D**own **V**an, **K**elani Valley
23	**BWWK**	**B**ogie **W**ell **W**agon, **K**elani Valley
24	**WWK**	**W**ell **W**agon, **K**elani Valley

Number	Code	Wagons (Four Wheel Stock)
25	**Unknown**	Petroleum Oil Tank Wagon, Kelani Valley[2]

Number	Code	Carriages (Bogie Stock)
26	**FCK**	**F**irst **C**lass, **K**elani Valley
27	**FSK**	**F**irst and **S**econd Class Composite, **K**elani Valley
28	**SCK**	**S**econd **C**lass, **K**elani Valley
29	**STK**	**S**econd and **T**hird Class Composite, **K**elani Valley
30	**TCK**	**T**hird **C**lass, **K**elani Valley
31	**TVK**	**T**hird and Brake Composite **V**an, **K**elani Valley
32	**SVK**	**S**econd and Brake Composite **V**an, **K**elani Valley
33	**FVK**	**F**irst and Brake Composite **V**an, **K**elani Valley
34	**PBVK**	**P**assenger **B**rake **V**an, **K**elani Valley
35	**HCVK**	Combined **H**orsebox and **C**arriage **V**an, **K**elani Valley
36	**RSK**	Governor's saloon (**R**eserved **S**aloon, **K**elani Valley)
37	**Unknown**	First and Second Class Refreshment Car
38	**TCTK**	**T**hird **C**lass **T**railer **K**elani **V**alley

[1] Source: CGR Drawing No. R1409

[2] Source: Ceylon Administration Reports 1912 – 1913: D31

Table A2.11 Narrow Gauge Wagon and Carriage Codes (Incomplete)

Uda Pussellawa Railway

Number	Code	Wagons (Bogie Stock)
1	**BGBVU**	**B**ogie **G**oods **B**rake **V**an, **U**da Pussellawa
2	**BDTU**	**B**ogie **D**iesel **T**ank, **U**da Pussellawa
3	**BCGSU**	**B**ogie **C**overed **G**oods **S**teel, **U**da Pussellawa
4	**BHWU/BHSU**	**B**ogie **H**igh **S**ide **W**agon, **U**da Pussellawa
5	**BLWU**	**B**ogie (Steel) **L**owside **W**agon, **U**da Pussellawa
6	**BOTU**	**B**ogie **O**il **T**ank Wagon, **U**da Pussellawa

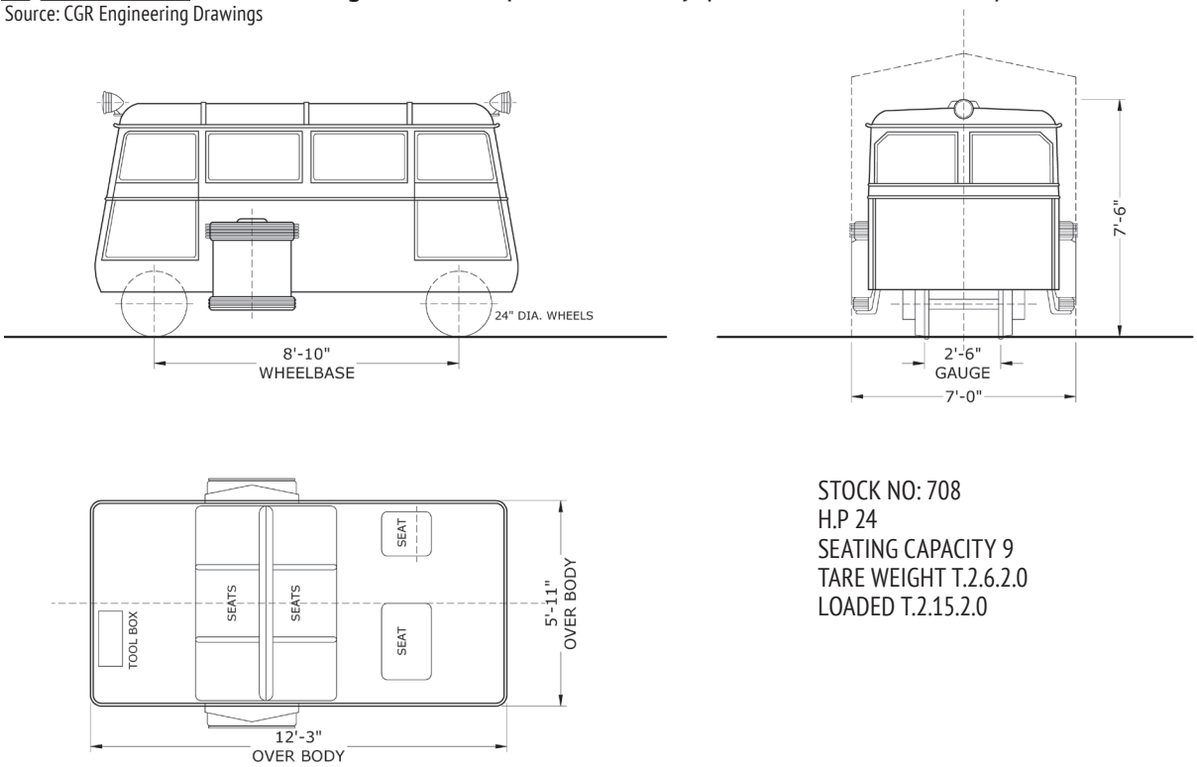
Number	Code	Wagons (Four Wheel Stock)
7	**CGSU**	**C**overed **G**oods **S**teel, **U**da Pussellawa
8	**CGU**	**C**overed **G**oods **S**teel, **U**da Pussellawa
9	**HWU/HSU**	Bogie **H**igh **S**ide **W**agon, **U**da Pussellawa
10	**LWU**	**L**ime **W**agon, **U**da Pussellawa
11	**OTU**	**O**il **T**ank Wagon, **U**da Pussellawa
12	**GBVU**	**G**oods **B**rake **V**an, **U**da Pussellawa
13	**LSU**	**L**ow **S**ide Wagon, **U**da Pussellawa

Number	Code	Carriages (Four Wheel Stock)
14	**RSU**	Governor's saloon (**R**eserved **S**aloon, **U**da Pussellawa)
15	**FCU**	**F**irst **C**lass, **U**da Pussellawa
16	**STU**	**S**econd and **T**hird Composite, **U**da Pussellawa
17	**TCU**	**T**hird **C**lass, **U**da Pussellawa
18	**PBVU**	**P**assenger **B**rake **V**an, **U**da Pussellawa
19	**TRVU**	Staff **Tr**avelling **V**an, **U**da Pussellawa

Number	Code	Carriages (Bogie Stock)
20	**BFCU**	**B**ogie **F**irst **C**lass, **U**da Pussellawa

Figure A2.11a Narrow Gauge Petrol Inspection Trolley (Additional information)

Source: CGR Engineering Drawings



STOCK NO: 708
H.P 24
SEATING CAPACITY 9
TARE WEIGHT T.2.6.2.0
LOADED T.2.15.2.0

Figure A2.28 Third Class Carriage (Type 3) – TCK (Replacement)

Source: CGR Engineering Drawings

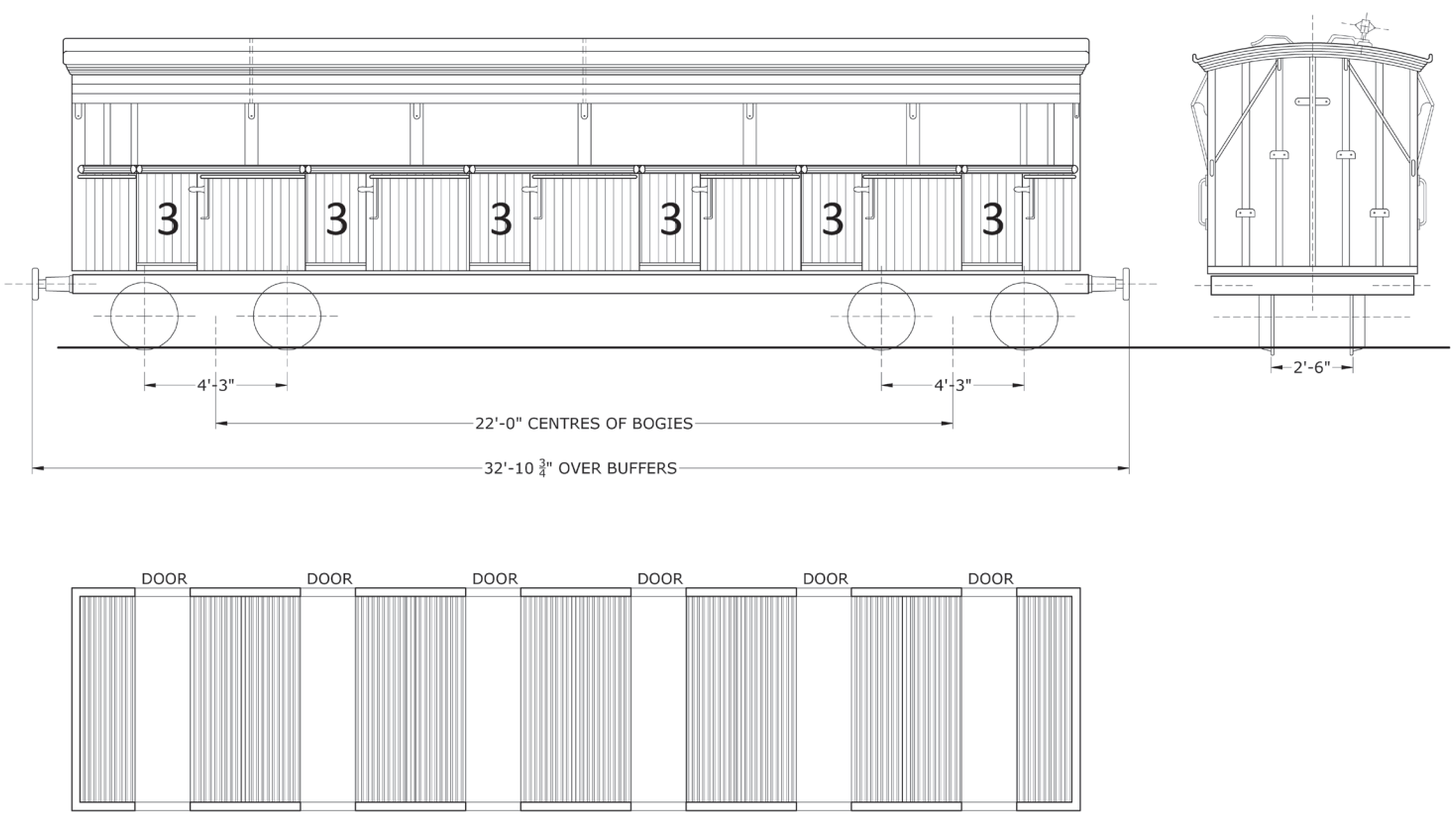
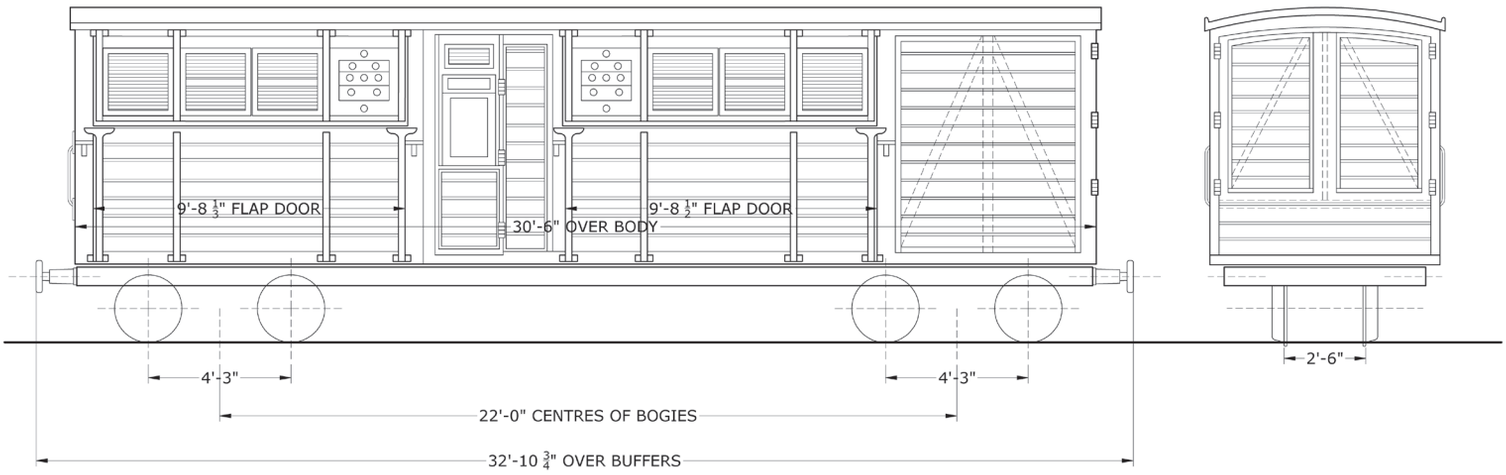


Figure A2.43 Combined Horse Box and Carriage Van – HCVK (Replacement)

Source: CGR Engineering Drawings



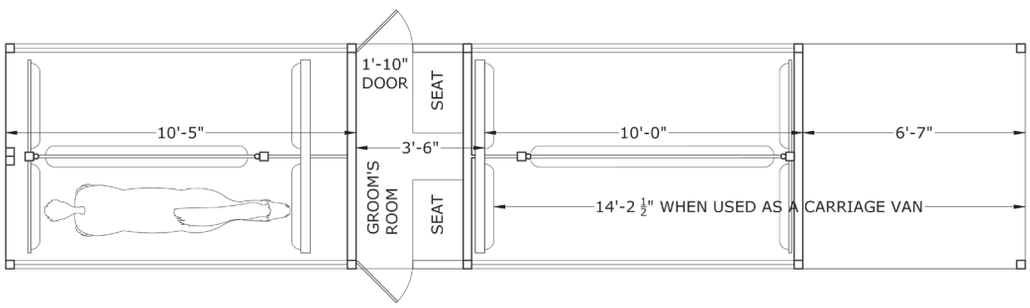
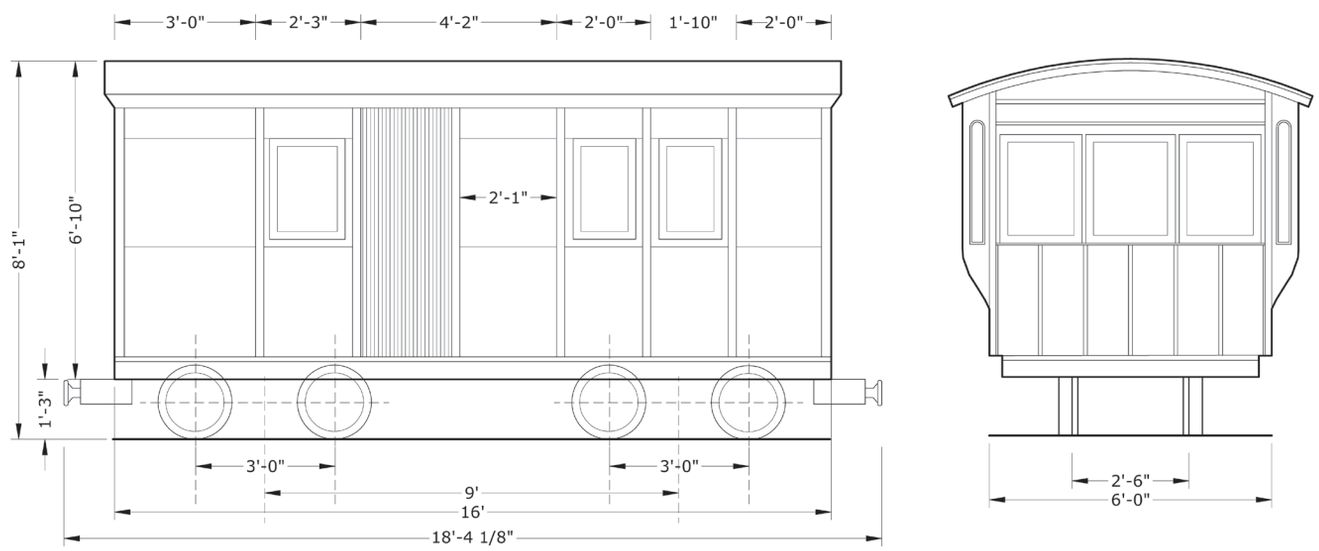


Figure A2.44 Bogie Goods Brake Van UPR – (BGBVU) (Replacement)

Source: CGR Engineering Drawings



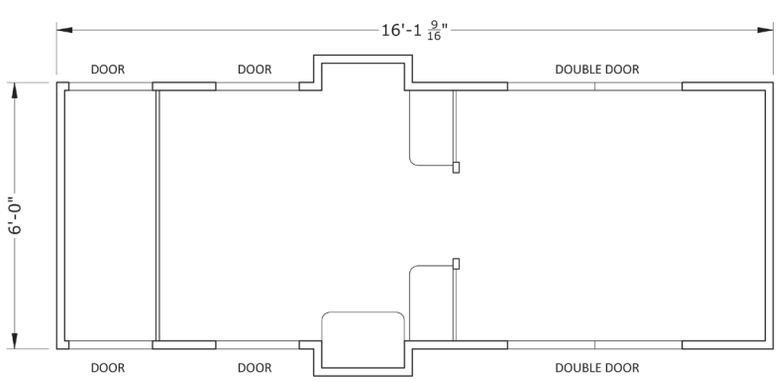


Figure A2.47 Breakdown Van KV - BDVK

Source: CGR Engineering Drawings

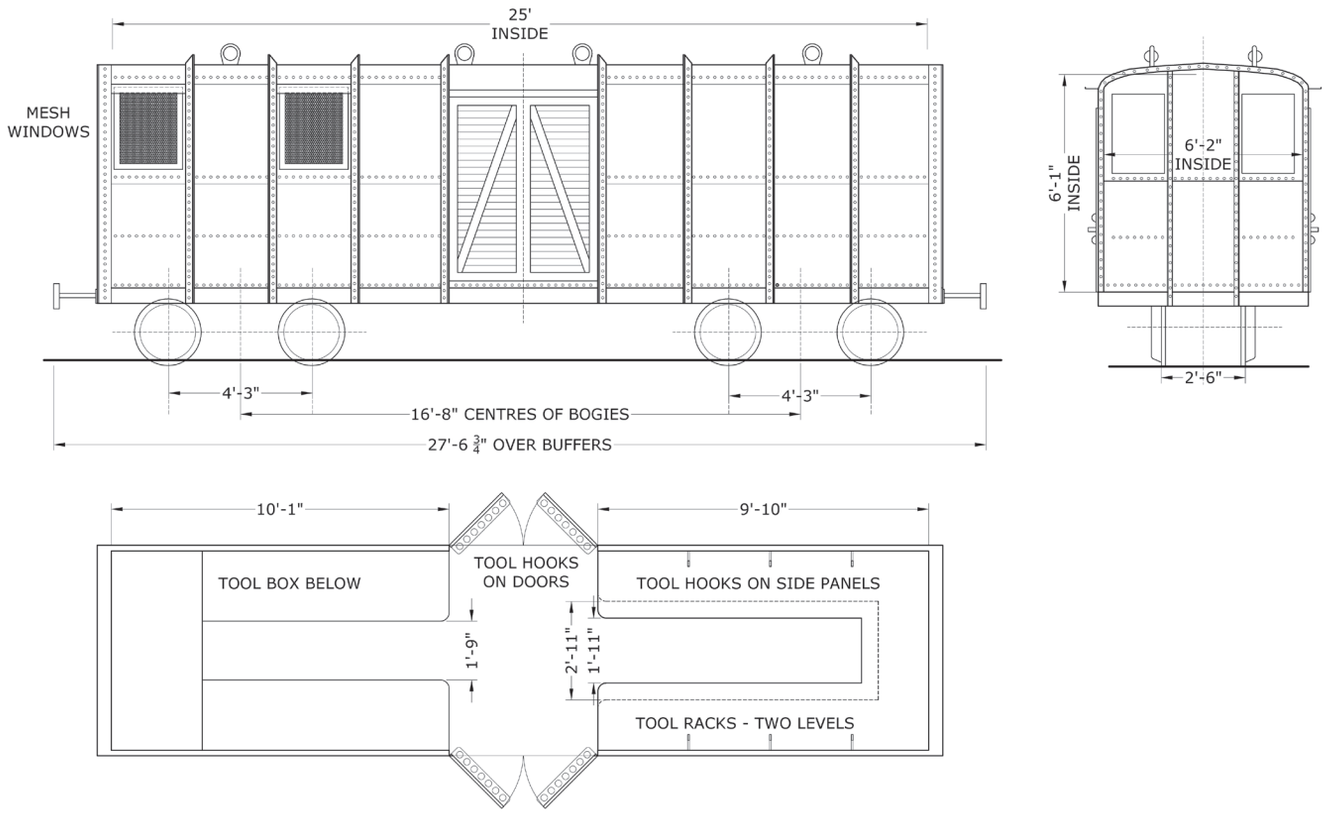


Figure A2.48 Second Class Carriage (Type 7) – SCK

Source: CGR Engineering Drawings

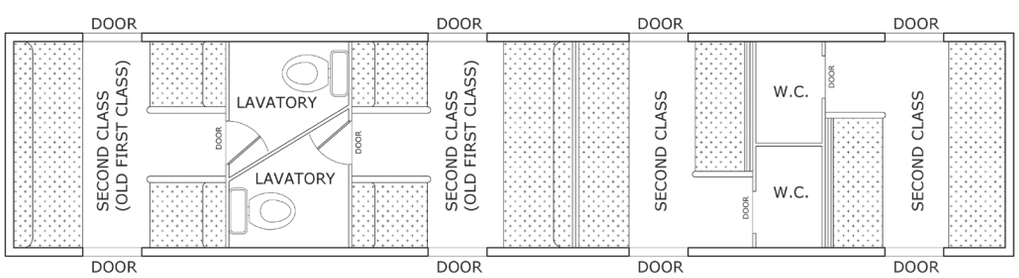


Figure A2.49 Second Class Carriage (Type 8) – SCK

Source: CGR Engineering Drawings

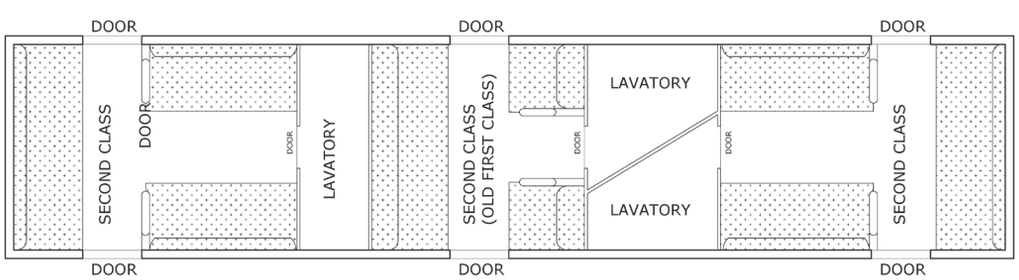


Figure A2.50 Second and Third Class Composite (Type 3) – STK
Source: CGR Engineering Drawings

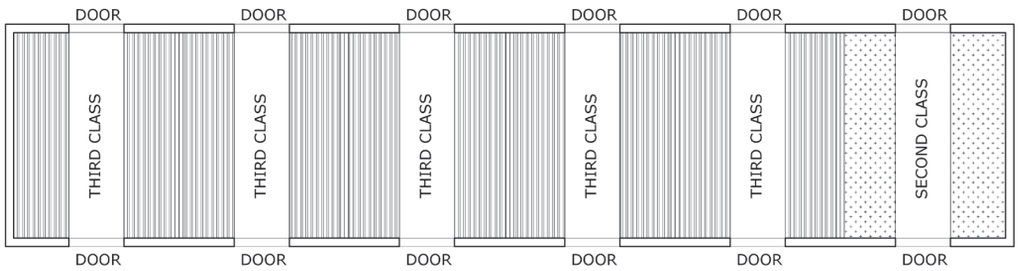


Figure A2.51 First and Second Class Refreshment Car (Code Unknown)
Source: CGR Engineering Drawings

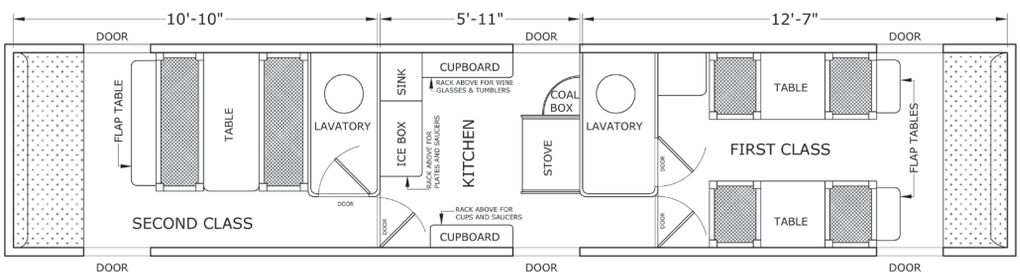
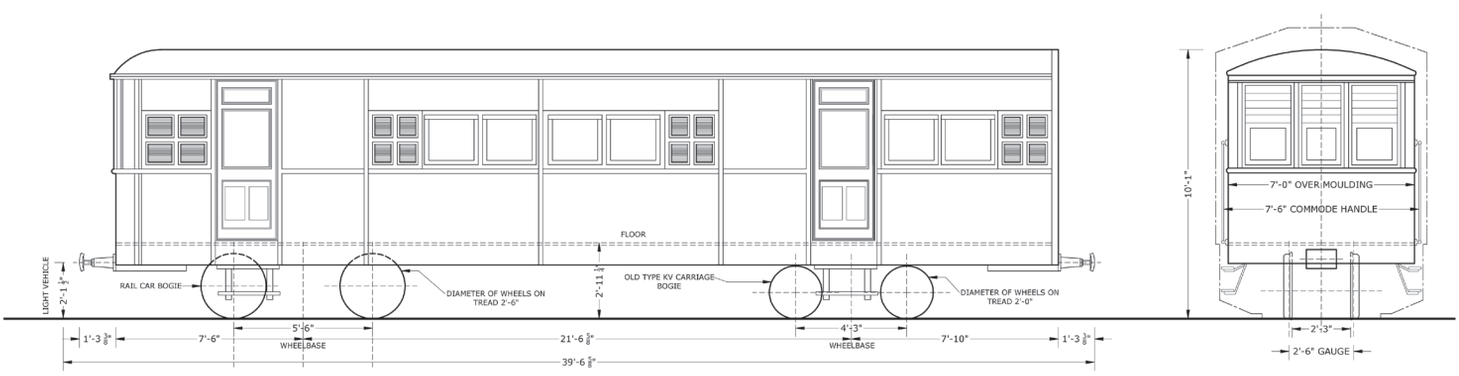


Figure A2.52 Third Class Trailer – TCTK
Source: CGR Engineering Drawings



Note: To be used only on baby train sets and not as brake vehicles. Guard's compartment to be kept padlocked; keys to be carried by the Guard when used on baby trains, and at other times made available to Shunters through Station Masters if necessary; vide trans, Col: Circular No. O.C.49 of 24. X. 49.

Figure A2.53 Third and Brake Composite (Type 4) – TVK
Source: CGR Engineering Drawings

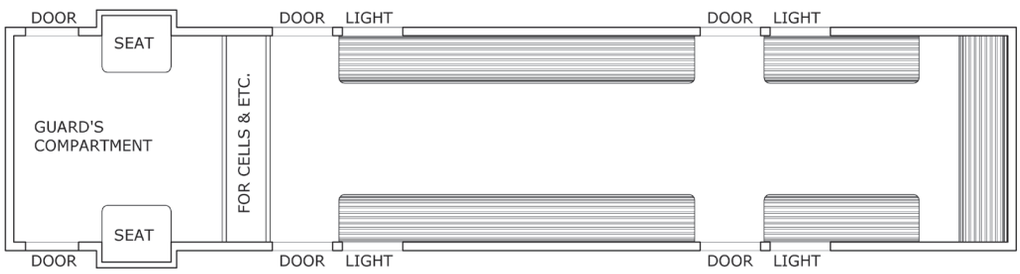


Figure A2.54 Method of Anchoring Class J1, J2 Locos. on Well Wagon (Additional information)
Source: CGR Engineering Drawings

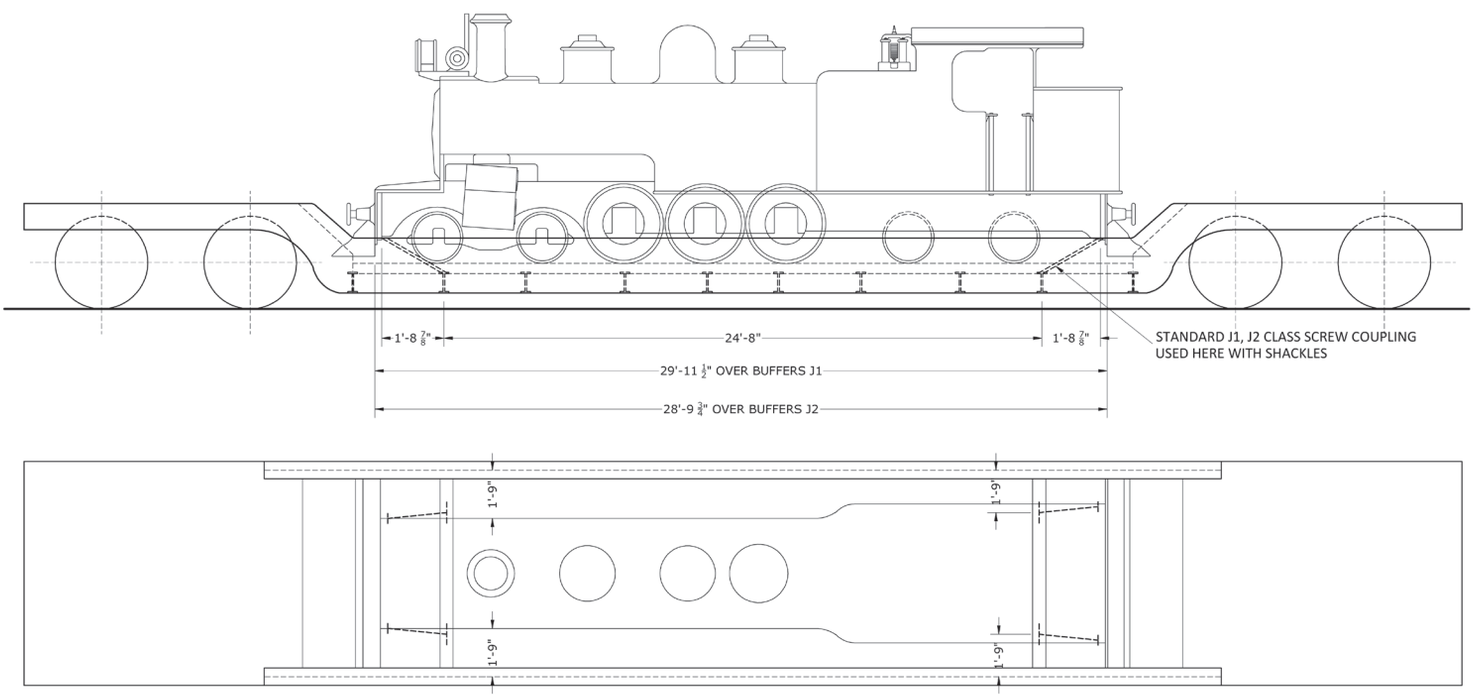


Figure A2.55 Four Wheel First Class Saloon UPR – (FCU)
Source: CGR Engineering Drawings

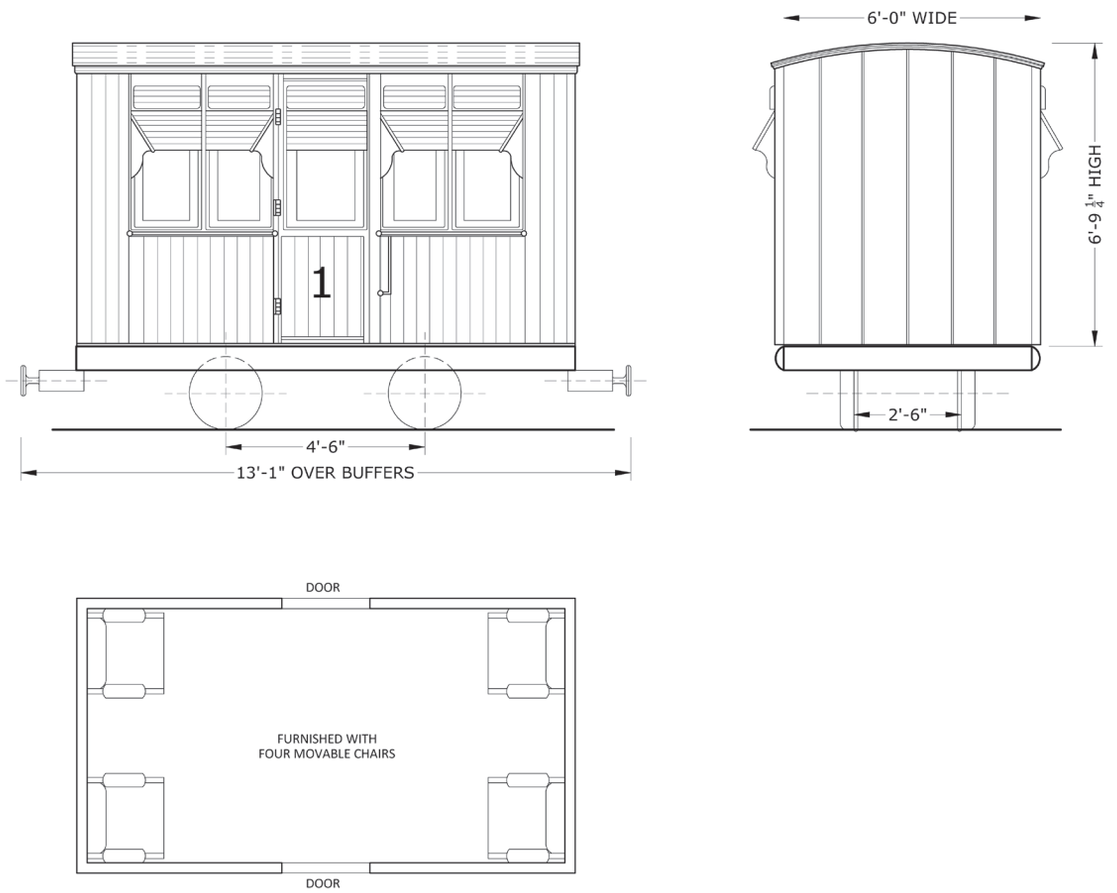


Figure A2.56 Four Wheel Third Class Passenger Carriage UPR - (TCU)
Source: CGR Engineering Drawings

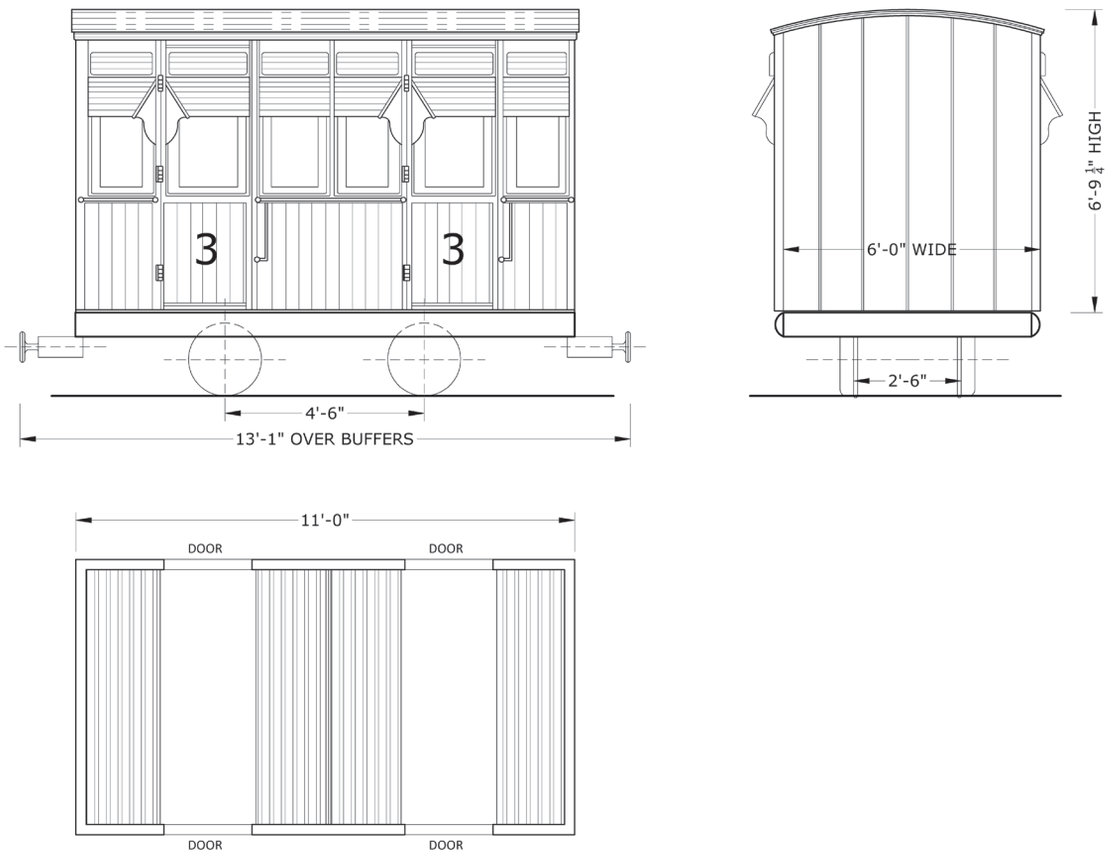


Figure A2.57 Four Wheel Staff Travelling Van UPR – (TRVU)
Source: CGR Engineering Drawings

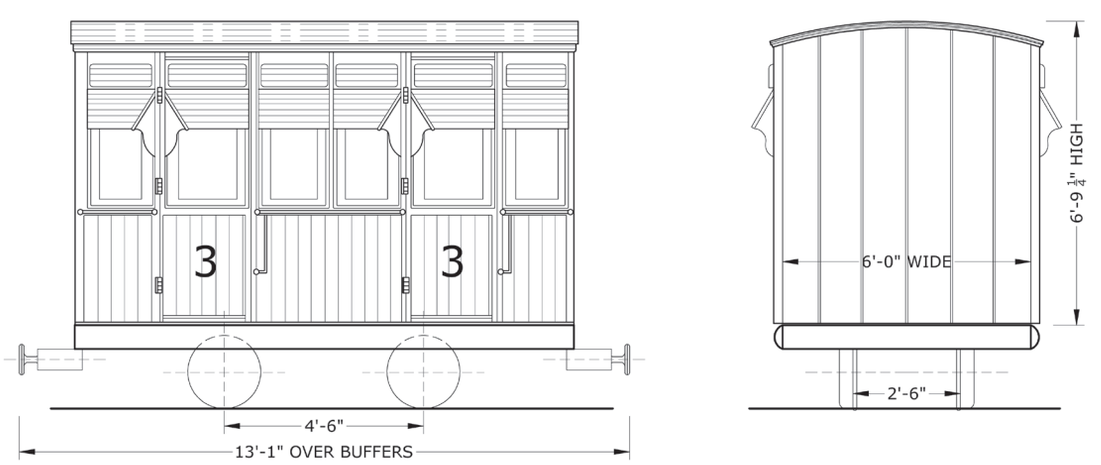


Figure A2.58 Four Wheel Goods Brake Van UPR (Type 1) – (GBVU)
Source: CGR Engineering Drawings

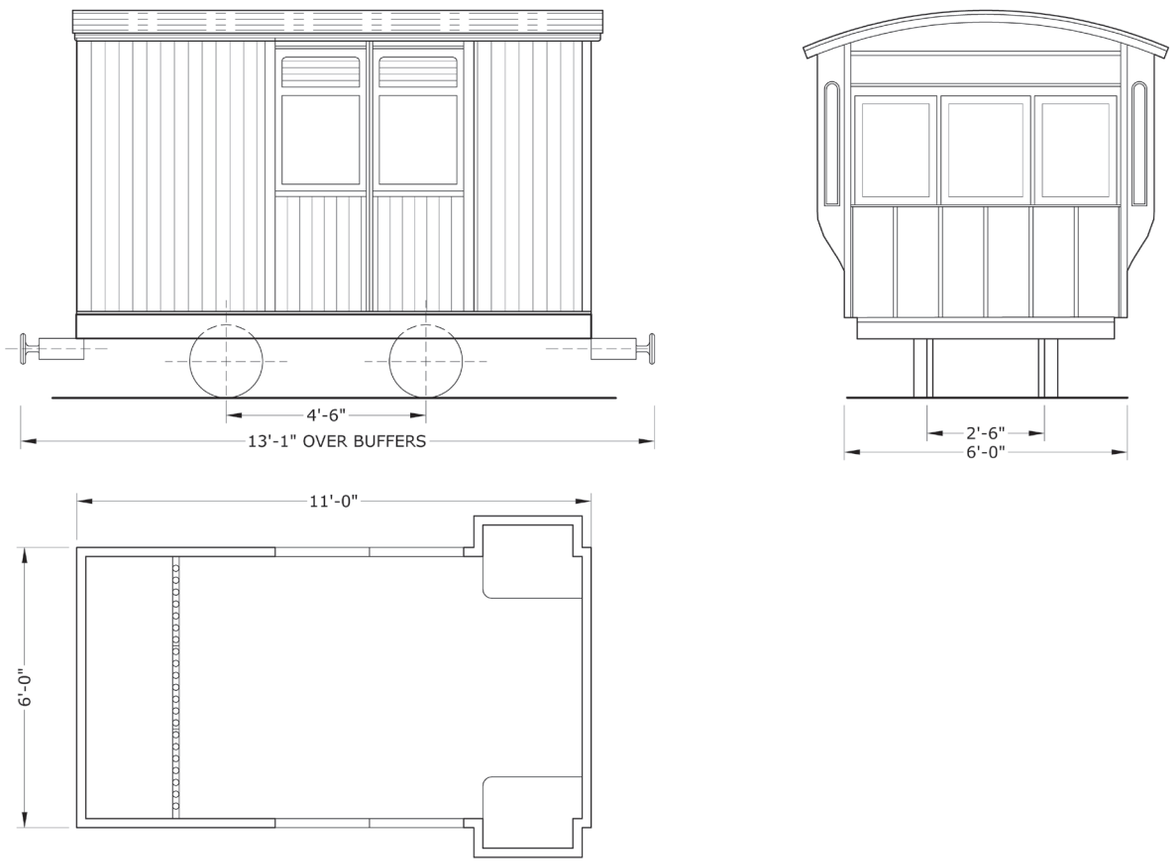


Figure A2.59 Four Wheel Goods Brake Van UPR (Type 2) – (GBVU)
Source: CGR Engineering Drawings

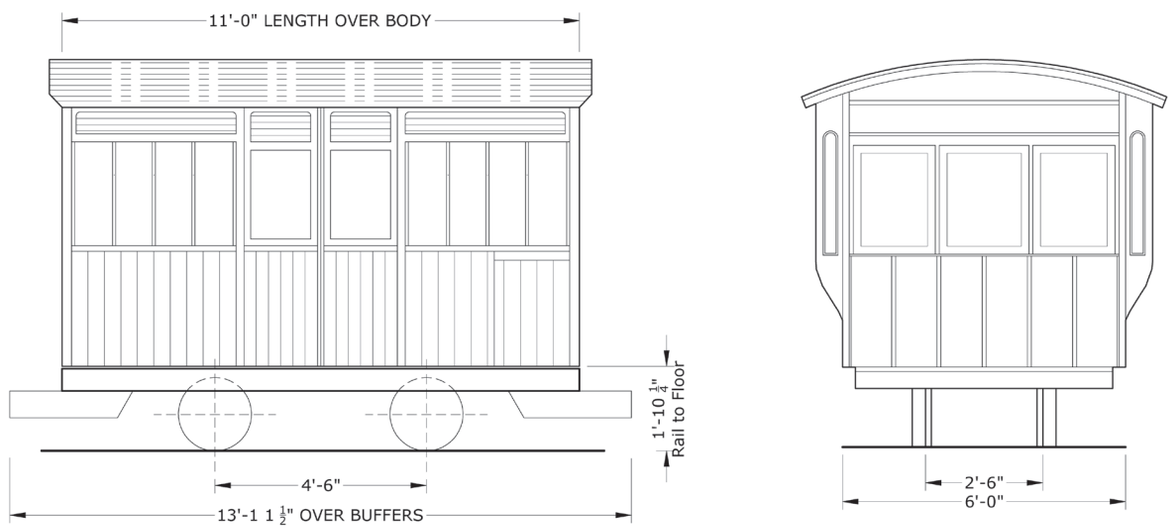


Figure A2.60 Four Wheel Steel Lowside Wagon UPR - (LSU)
Source: CGR Engineering Drawings

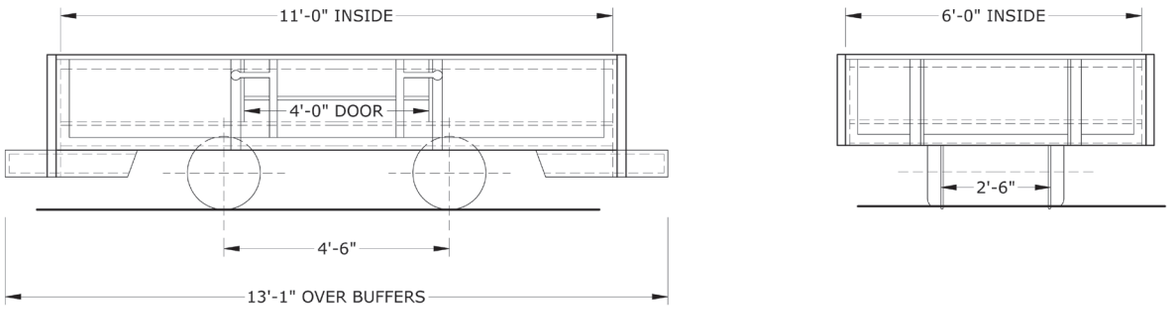


Figure A2.61 Four Wheel Steel Covered Goods Wagon UPR– (CGU)
Source: CGR Engineering Drawings

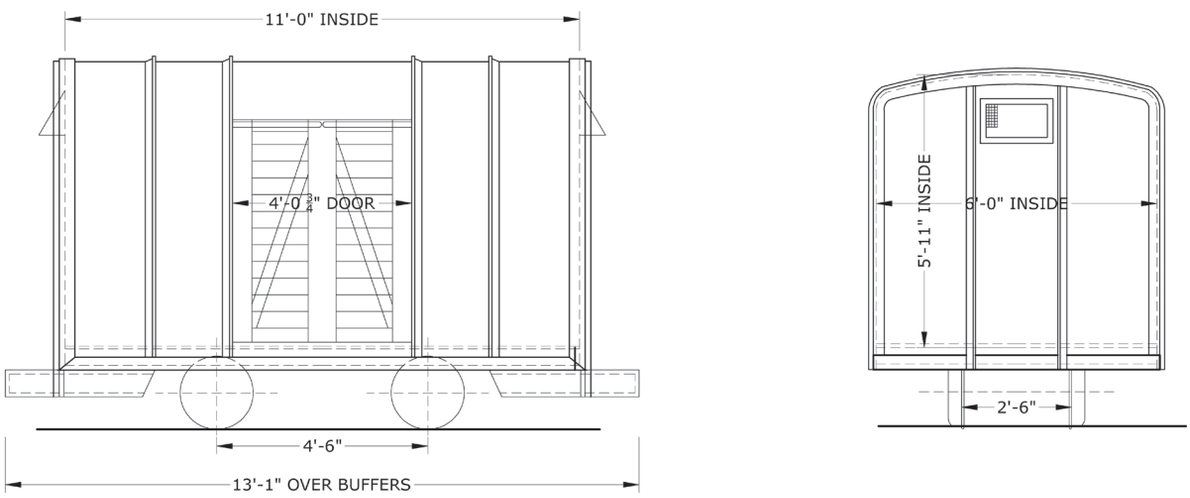
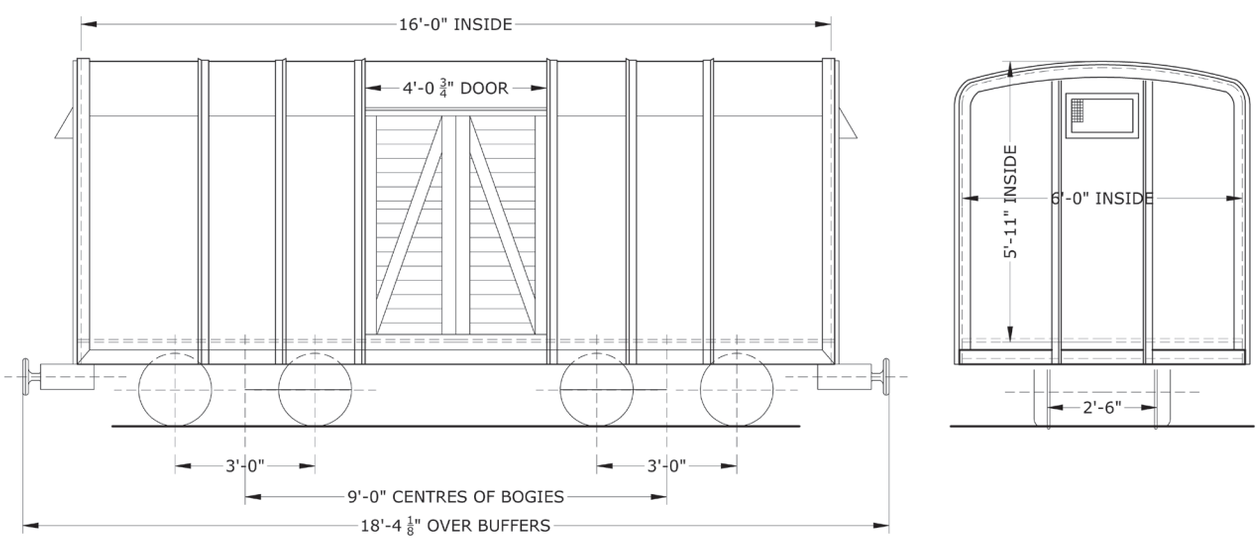


Figure A2.62 Bogie Steel Covered Goods Wagon UPR (Converted from four wheel) – (BCGSU)
Source: CGR Engineering Drawings



APPENDIX THREE

Table A3.2 Narrow Gauge Road-Rail Crossing Locations

Sabaragamuwa Railway

No.	Location	Description	GPS Location (Approx.)
1	**Avissawella** (in front of the Station), *across A4 Road*	In front of the Railway Station, where an over bridge was constructed later. This crossing was in use from September 1903 to December 1909. (Between AVS and GTH Stations)	6°57'16.6"N 80°12'30.4"E
2	**Avissawella** (in front of the Rest House), *across A4 Road*	Railway crosses the old Avissawella Road to the Town. (Between AVS and GTH Stations)	6°57'14.7"N 80°12'37.6"E
3	**Avissawella** (in front of the Police Station), *across A4 Road*	Railway crosses the old Avissawella Road from the Town. The present-day Avissawella Bypass Road was built along the track path between crossing 2 and 3. (Between AVS and GTH Stations)	6°56'49.3"N 80°12'53.6"E
4	**Avissawella** Madola, *across A4 Road*	In front of Green Valley Hotel. (Between AVS and GTH Stations)	6°55'52.5"N 80°13'00.3"E
5	**Minnana,** *across A4 Road*	Between Getahetta and Moragala. (Between GTH and EHY Stations)	6°53'17.4"N 80°14'18.1"E
6	**Eheliyagoda,** *across A4 Road*	In front of the Muslim Mosque. (Between GTH and EHY Stations)	6°51'33.6"N 80°15'21.4"E
7	**Bendaluwa,** *across A4 Road*	Close to Bendaluwa Temple. (Between EHY and PKD Stations)	6°49'19.4"N 80°17'58.7"E
8	**Tiriwanaketiya,** *across A4 Road*	After the TWK Station, towards DAL. (Between TWK and DAL Stations)	6°40'04.8"N 80°25'40.3"E
9	**Dela**, *across B427 Road*	In front of the DAL Station. (Between TWK and DAL Stations)	6°37'18.3"N 80°27'14.7"E
10	**Kahawatta,** *across A18 Road*	In front of the KHW Station. (Between WPT and KHW Stations)	6°34'59.8"N 80°34'23.5"E
11	*Delgas* Junction at **Hunuwala,** *across A4 Road*	(Between KHW and OPK Stations)	6°36'22.6"N 80°36'40.0"E

Yatiyantota Railway

No.	Location	Description	GPS Location (Approx.)
1	At **Talduwa town,** *across A7 Road*	(Between AVS and DIO Stations, close to TDA horse dock)	6°57'29.7"N 80°13'18.3"E
2	At **Talduwa** after the town, *across A7 Road*	(Between AVS and DIO Stations, close to TDA horse dock)	6°57'30.9"N 80°13'31.4"E
3	At **Atalugama South,** *across A7 Road*	(Between DIO and KNW Stations)	6°59'13.1"N 80°15'50.6"E

Note: Close to the Yatiyantota Station, the Railway crossed Panawatta Road, which was only a footpath during the Railway era. To connect Yatiyantota Station with the Yatiyantota Town a major road bridge across the Kelani River was constructed by the British administrators (refer plate 2.2.1.1).

Uda Pussellawa Railway

No.	Location	Description	GPS Location (Approx.)
1	Between **Nanu oya** and **Blackpool,** *across A7 Road*	Between NOA and BPL Stations, close to BPL	6°56'56.9"N 80°45'56.8"E
2	At **Blackpool Junction,** *across A7 Road*	In front of the BPL Station	6°56'57.6"N 80°46'25.5"E
3	At **Nuwara Eliya** close to Lake Gregory, *across A5 Road*	Between BPL and NEY Stations	6°57'32.1"N 80°46'21.2"E
4	At **Nuwara Eliya** just before the Station, *across B332 Road*	Near NEY Station	6°58'01.0"N 80°46'19.5"E
5	At **Hawa Eliya,** *across B332 Road*	Between NEY and KAP Stations	6°58'13.1"N 80°47'04.1"E
6	At **Hawa Eliya,** *across B332 Road*	Between NEY and KAP Stations	6°58'10.1"N 80°47'22.1"E
7	At **Summer Hill,** *across B332 Road*	Between NEY and KAP Stations	6°58'34.2"N 80°48'35.4"E
8	At **Kandapola,** *across B332 Road*	Between KAP and BKS Stations, just after KAP station	6°59'49.6"N 80°49'23.2"E
9	At **Brookside,** *across B332 Road*	Between BKS and RLA Stations	7°01'07.8"N 80°50'37.6"E
10	At **Brookside,** *across B332 Road*	After crossing No. 9, between BKS and RLA Stations	7°01'03.3"N 80°50'58.5"E
11	At **Ragalla,** *across B332 Road*	Just before RLA Station	7°00'42.0"N 80°51'31.0"E

Figure A4.11 Ragalla Station Layout
Source: CGR Survey Plans

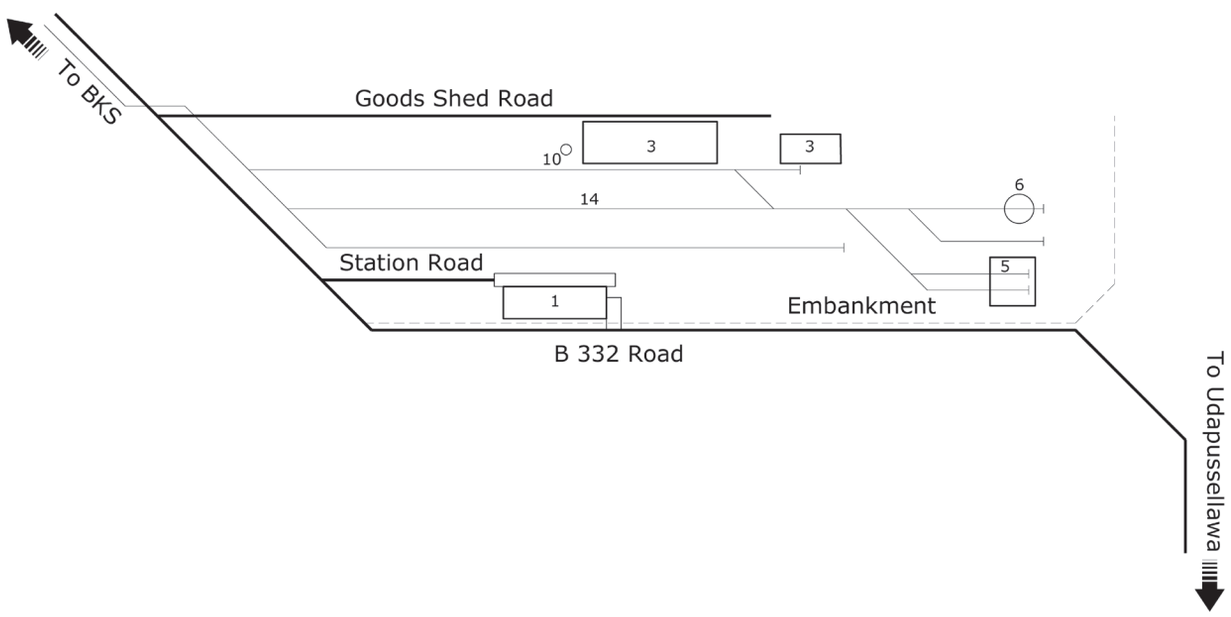


Figure A4.12 Parakaduwa Station Layout
Source: CGR Survey Plans

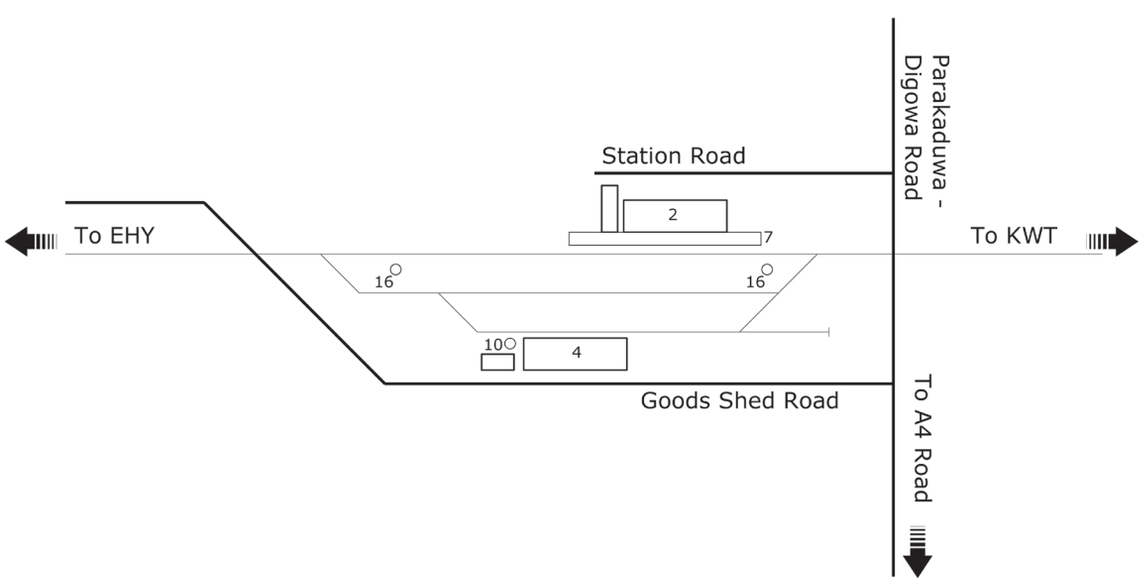
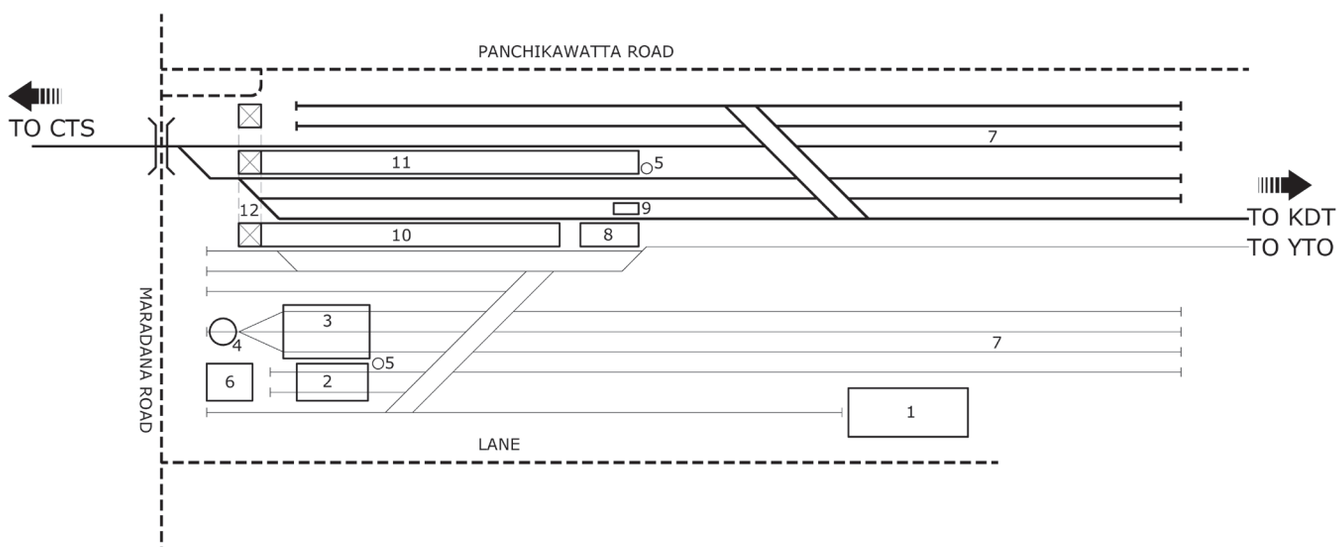


Figure A5.17 Narrow Gauge Facilities of Maradana Yard in 1903, Graphical layout
Source: CGR Survey Plans

Notes: Thick continuous line: BG; thin continuous line: NG; thick dotted line: Road. This is a graphical representation only; NTS. A line doesn't represent a single track but mostly swathes of lines. KDT: Kandy, YTO: Yatiyantota, CTS: Colombo Terminus Station

1 Goods Shed
2 Erection Shed
3 Engine Shed
4 Narrow Gauge Turntable
5 Water Tank
6 LF Office
7 Yard
8 Transship Siding
9 Signal Cabin
10 Narrow Gauge Platform
11 Broad Gauge Platform
12 Over Bridge



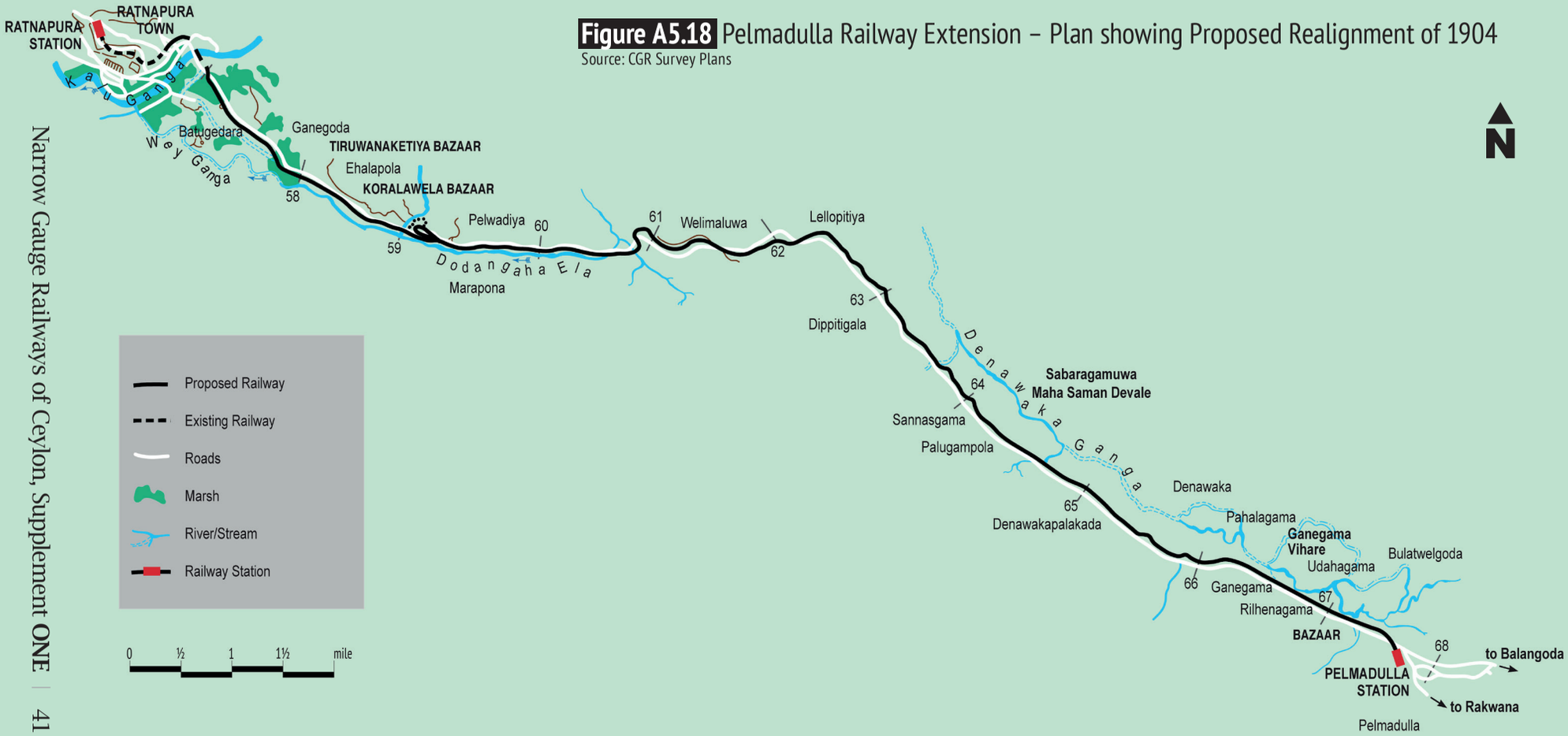


Figure A5.18 Pelmadulla Railway Extension – Plan showing Proposed Realignment of 1904
Source: CGR Survey Plans

Abbreviations, Notes and Key for the Survey Plans (A5.19 – A5.37)

Abbreviations:

P.L.O: Plate Laying Overseer (Inspector Permanent Way 2 presently), F.P.L: Foreman Plate Layer (Inspector Permanent Way presently), A.F.P.L: Assistant Foreman Plate Layer, C.E: Carriage Examiner, B.C: Booking Clerk (Sub Station Master presently), C.L: Coolie Line (accommodation), P.L: Permanent Way Lines (accommodation), T.L: Transportation Department Lines (accommodation), P.W.D: Public Works Department, R.I.T: Regional Inspector of Telecommunication

Notes:

Railway Properties and Facilities are indicated. Survey plans are time bound, and there may be unmarked details. Some survey plans contain more details than the others. Fully detailed Survey Plans are available with the author, and can be made available for genuine research purposes. Survey plans are of varied scales.

1 Station and S.M's Qrs.
2 Kitchen
3 Platform
4 Powder Magazine
5 Turntable, 30'
6 Goods Shed
7 Crane
8 Manure Shed
9 P.L.O's Quarters
10 Water Tower/Water Point
11 F.P.L's Store
12 Workshop
13 Oil Facilities, External
14 F.P.L's Quarters
15 R.I.T's Office
16 B.C's Quarters
17 Refreshment Room
18 Goods Shed and B.C's Quarters
19 Porter's Lines
20 P.W.D Circuit Bungalow
21 Coolie Lines (accommodation)
22 Engine Shed
23 Extension Supervisor's Bungalow
24 C.E's Bungalow
25 Motor Mechanic's Quarters
26 Running Bungalow
27 Weigh house and Weighbridge
28 Horse and Cattle Dock
29 Extension Stores
30 Lamp Room
31 S.M's Quarters
32 Station and Goods Shed
33 A.F.P.L's Quarters
34 P.W.D Coolie Lines (accommodation)
35 Station
36 Clerk's Quarters
37 Private Goods Shed
38 Plate Layer's Lines
39 Turntable, 18'
40 Turntable 25'
41 Lantern Hut
42 Stable and Rice Store
43 Transportation Department Lines (accommodation)

Railway
Railway Reservation
Other Reservations/Fences
Embankment

Figure A5.19 Survey Plan of Avissawella Station, 1944
Source: CGR Survey Plans

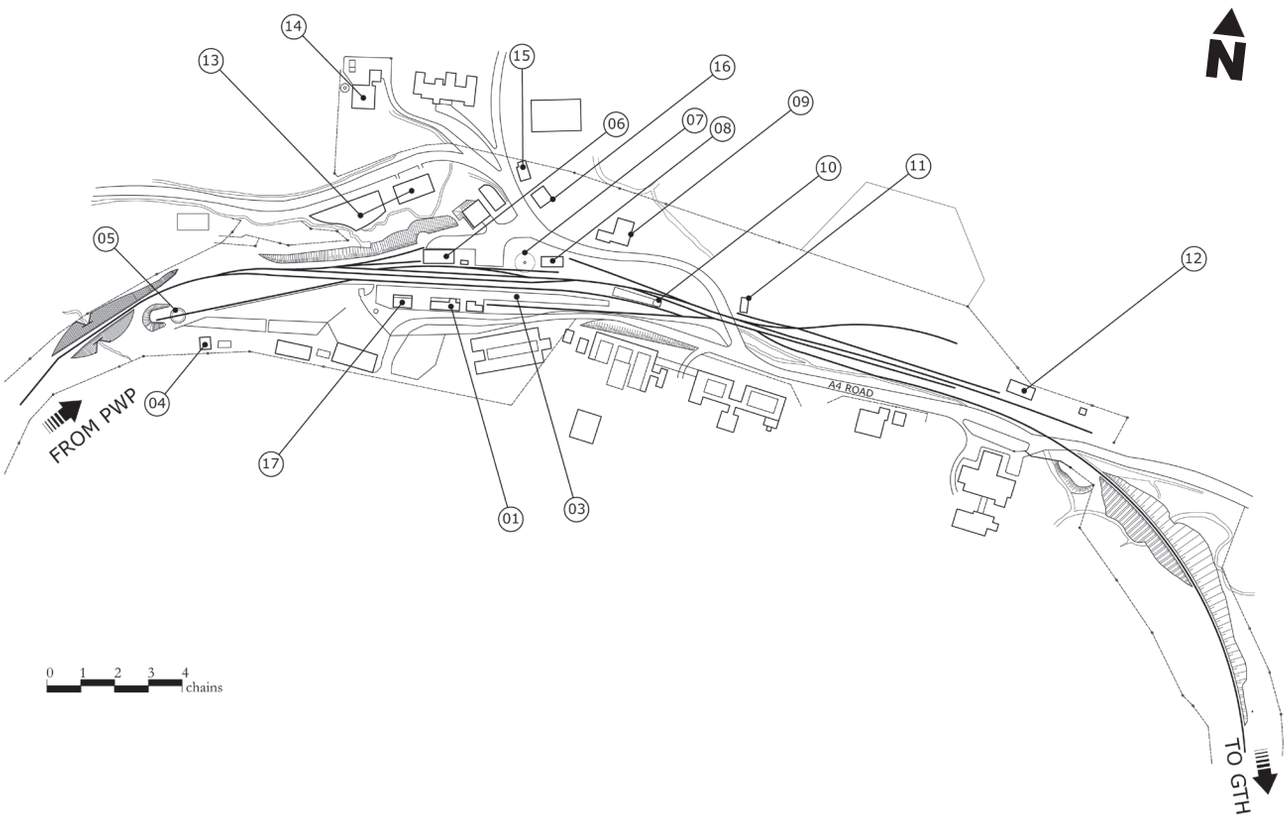


Figure A5.20 Survey Plan of Getahetta Station, Date Unknown
Source: CGR Survey Plans

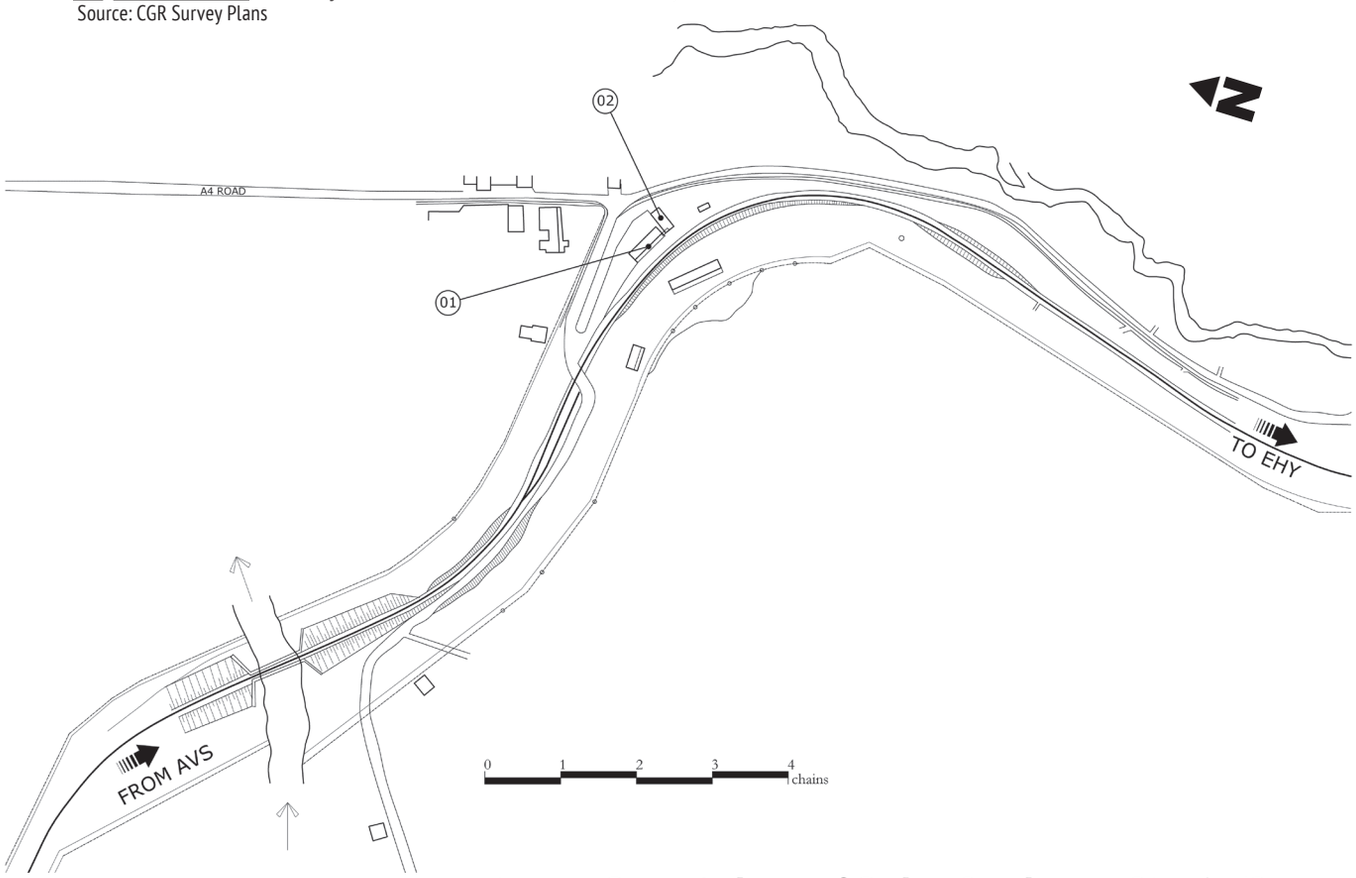


Figure A5.21 Survey Plan of Eheliyagoda Station, October 1917
Source: CGR Survey Plans

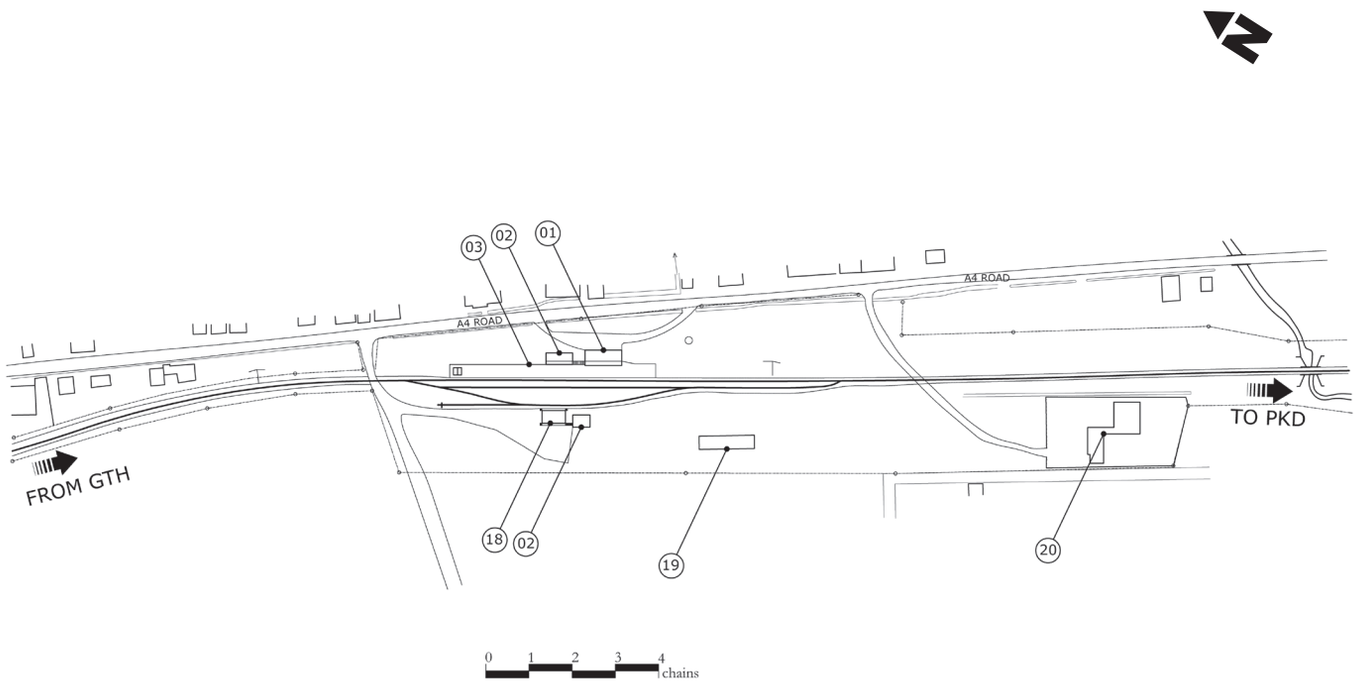


Figure A5.22 Survey Plan of Parakaduwa Station, October 1917
Source: CGR Survey Plans

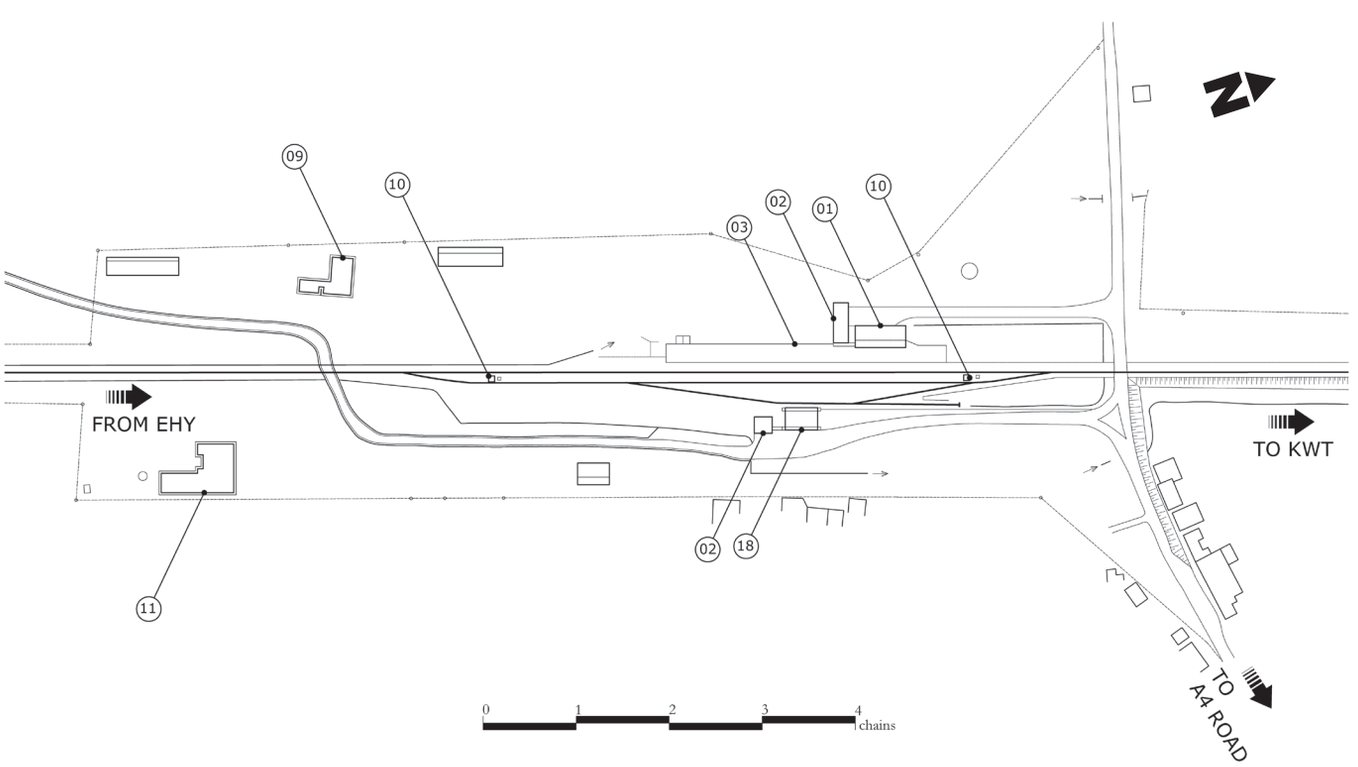


Figure A5.23 Survey Plan of Kuruwita Station, October 1917
Source: CGR Engineering Drawings

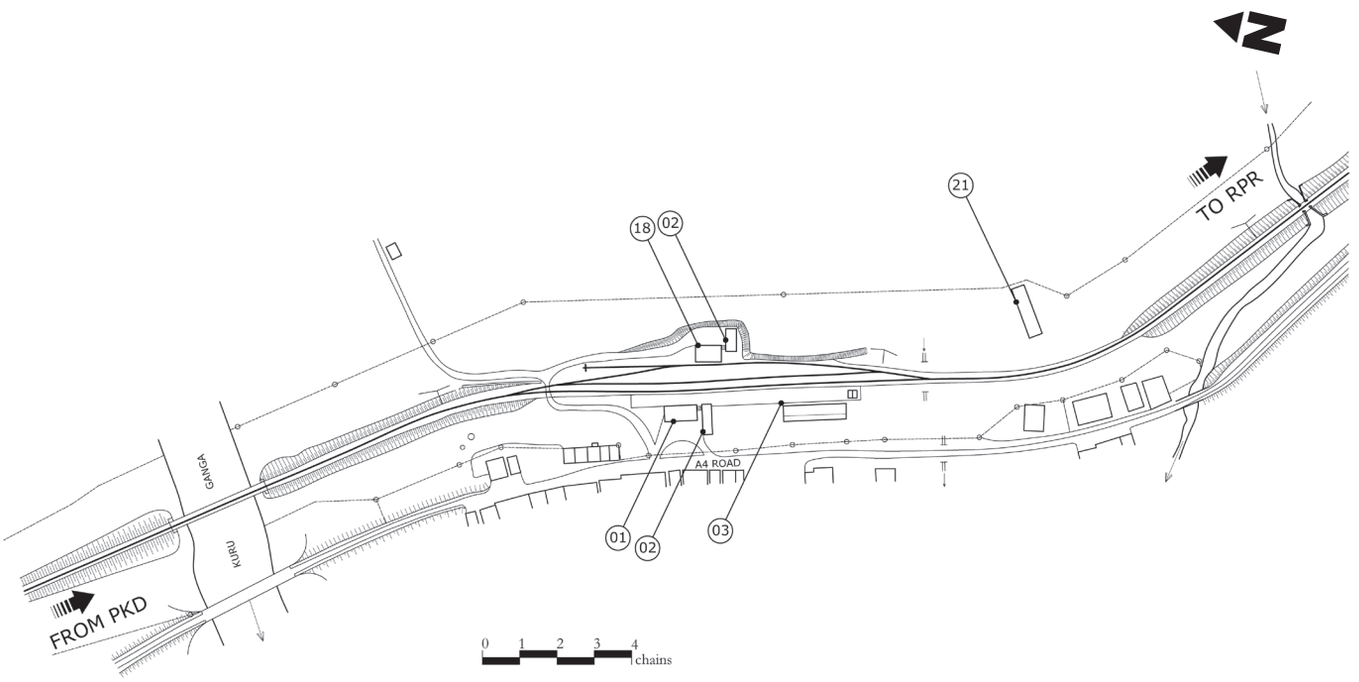


Figure A5.24 Survey Plan of Ratnapura Station, October 1919
Source: CGR Engineering Drawings

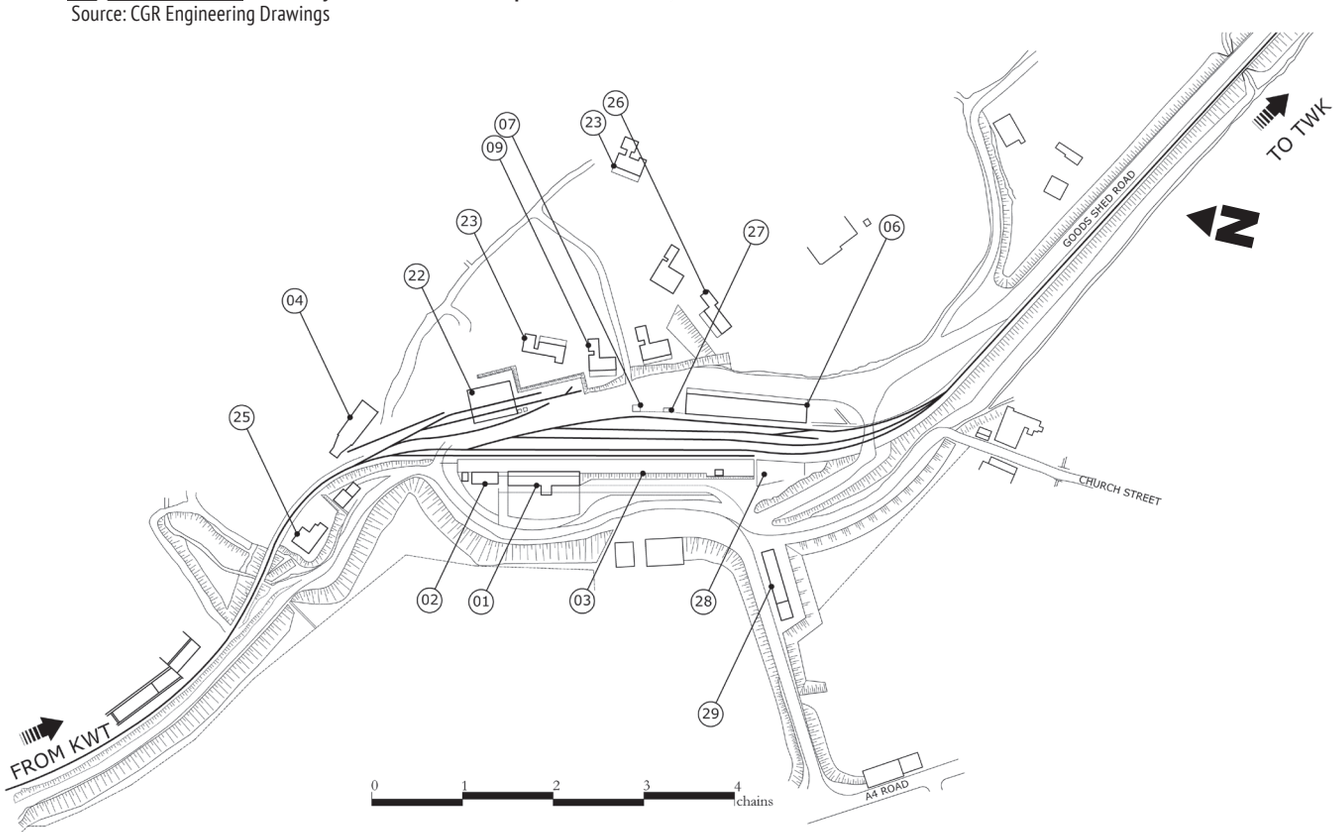


Figure A5.25 Survey Plan of Tiriwanaketiya Station, Date Unknown
Source: CGR Engineering Drawings

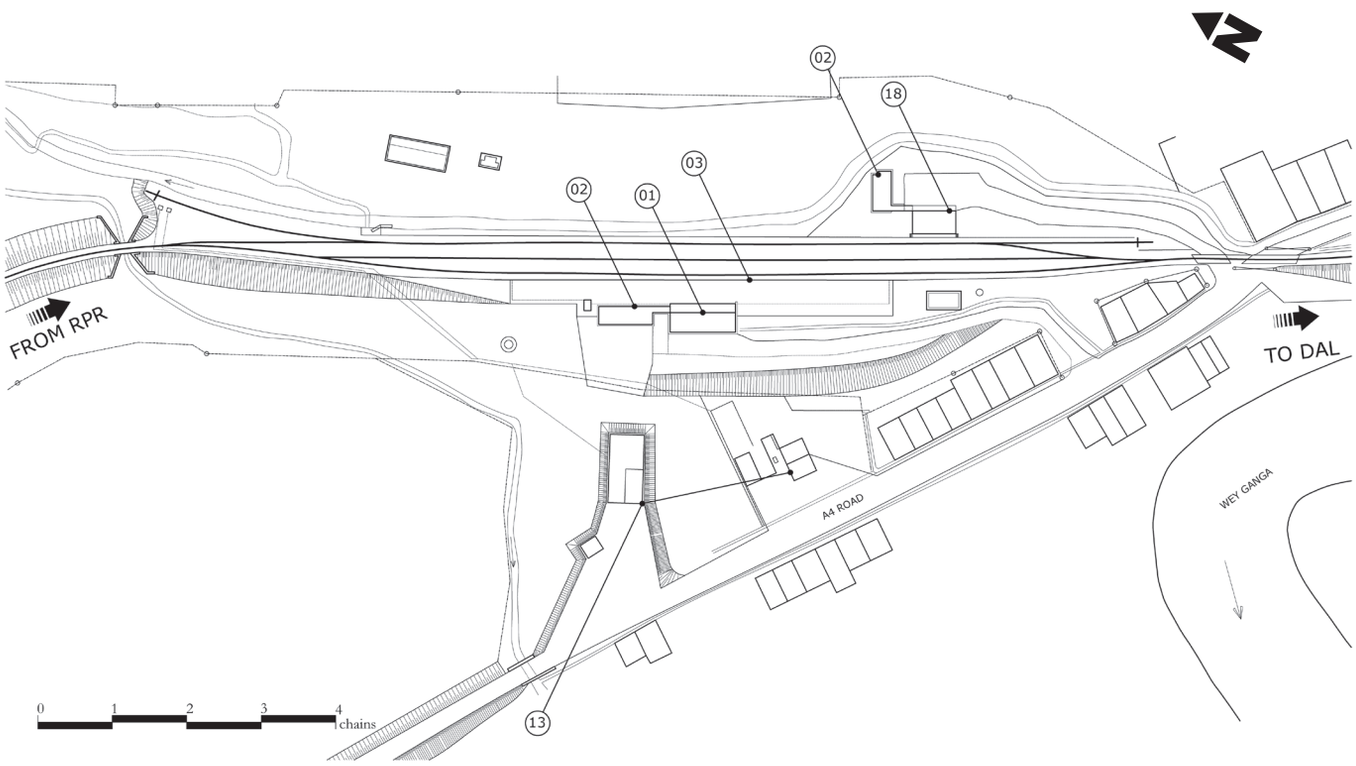


Figure A5.26 Survey Plan of Dela Station, July 1931
Source: CGR Engineering Drawings

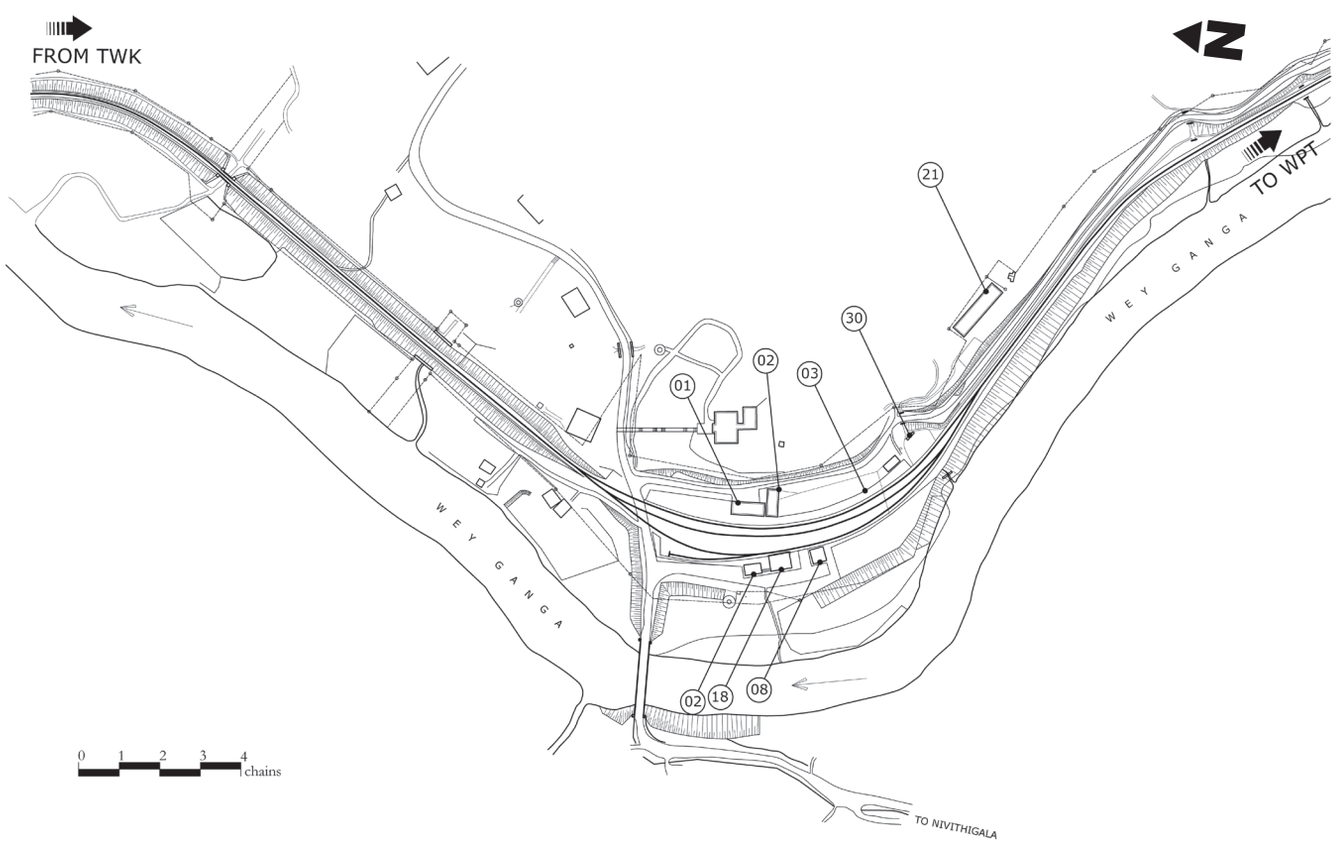


Figure A5.27 Survey Plan of Watapota Station, 1930s
Source: CGR Engineering Drawings

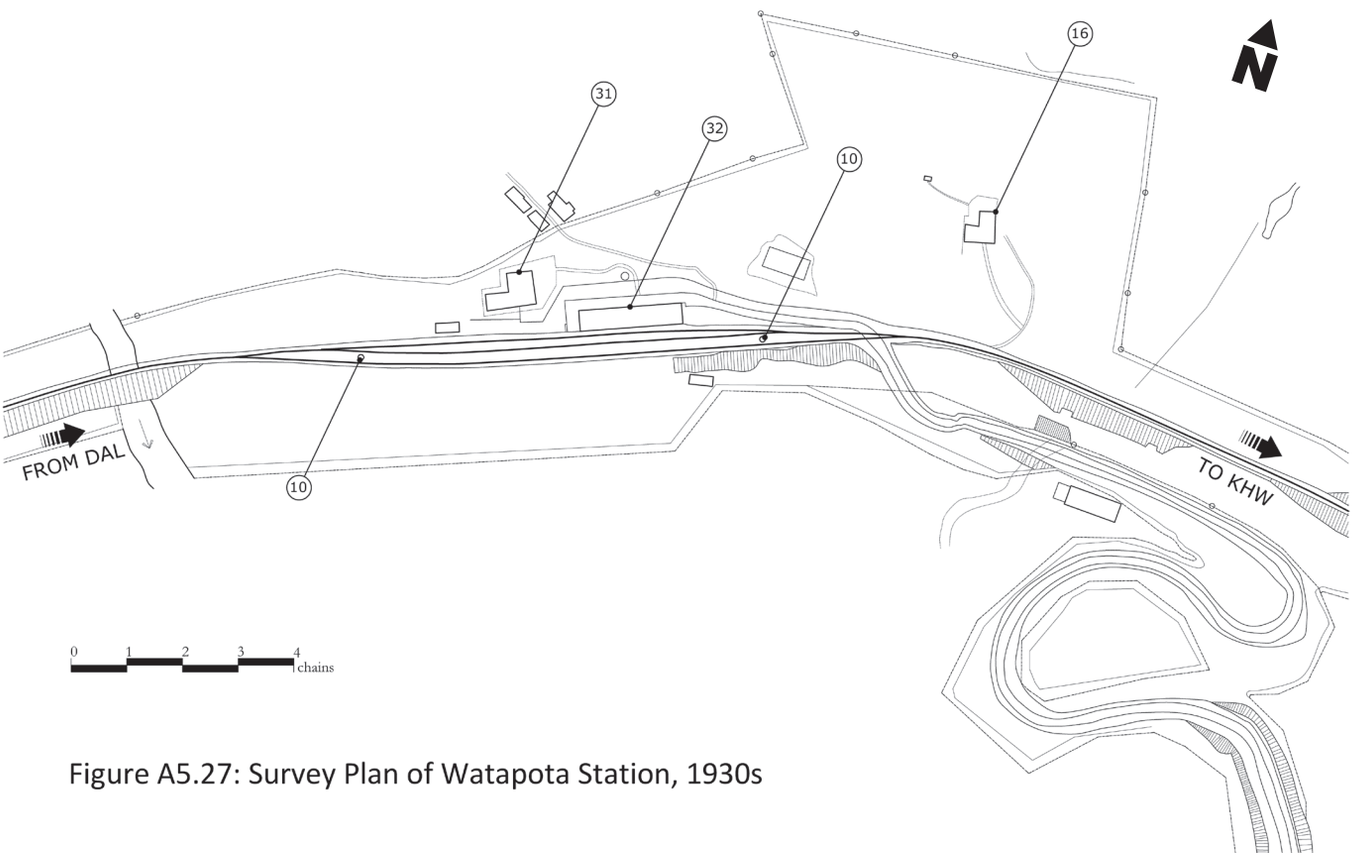


Figure A5.27: Survey Plan of Watapota Station, 1930s

Figure A5.28 Survey Plan of Kahawatta Station, Date Unknown
Source: CGR Engineering Drawings

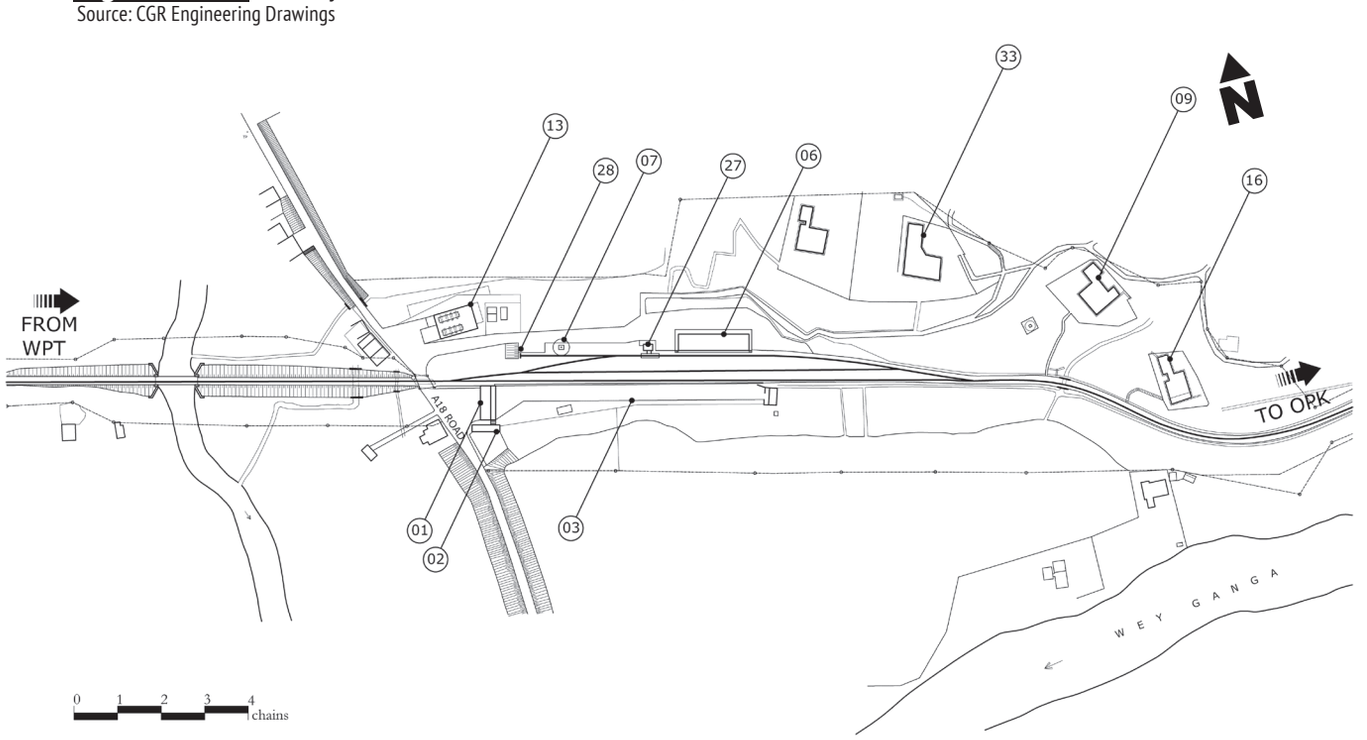


Figure A5.29 Survey Plan of Opanake Station, April 1931
Source: CGR Engineering Drawings

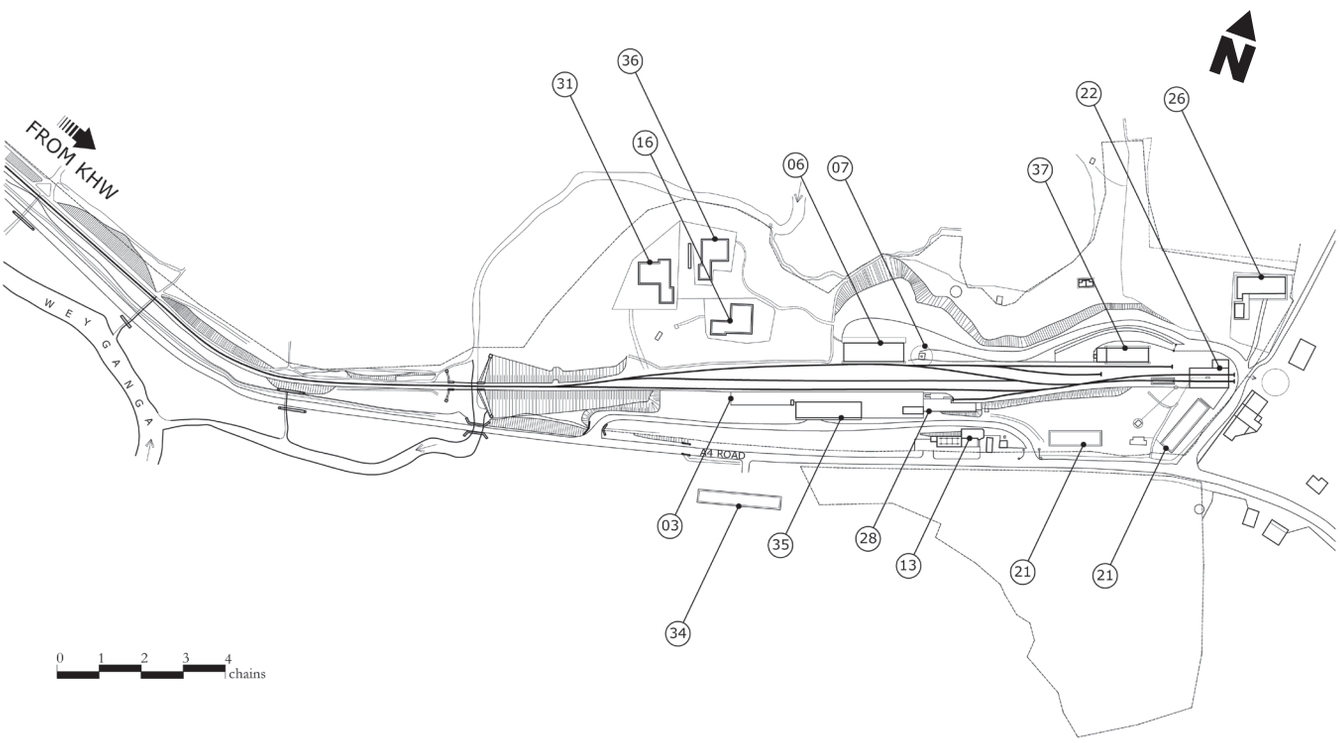


Figure A5.30 Survey Plan of Dehiowita Station, Date Unknown
Source: CGR Engineering Drawings

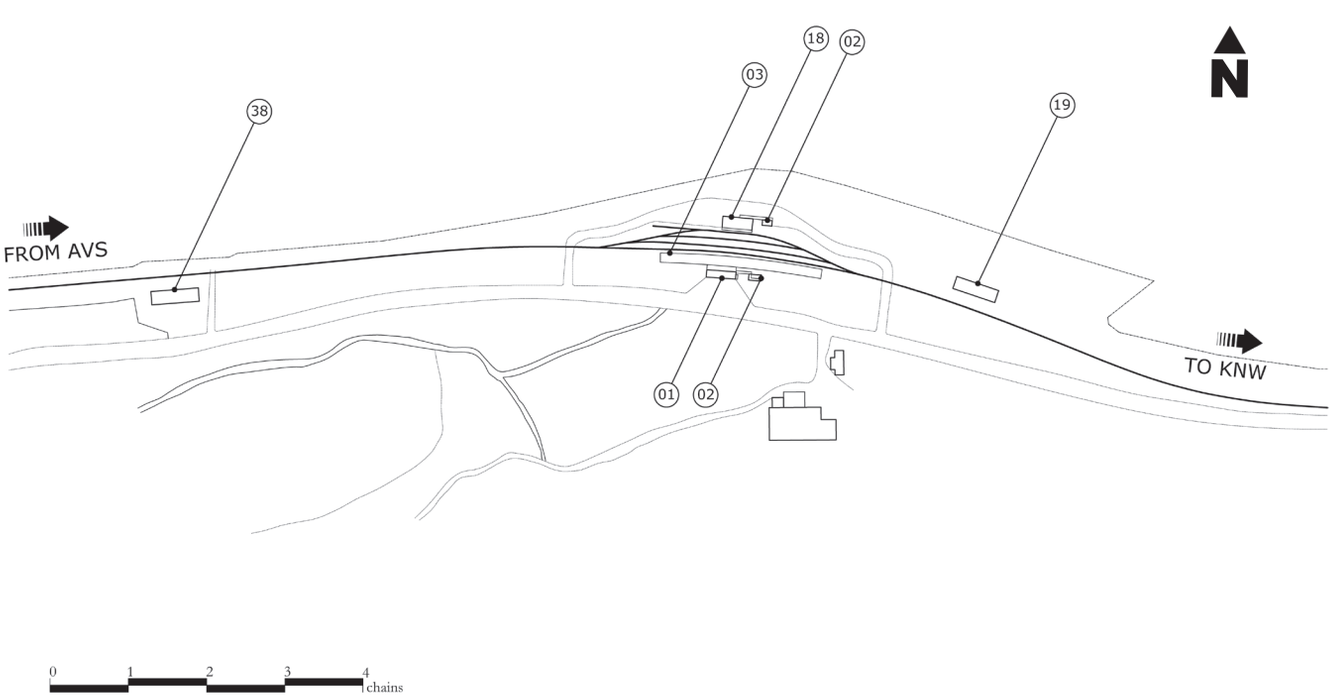


Figure A5.31 Survey Plan of Karawanella Station, Date Unknown

Source: CGR Engineering Drawings

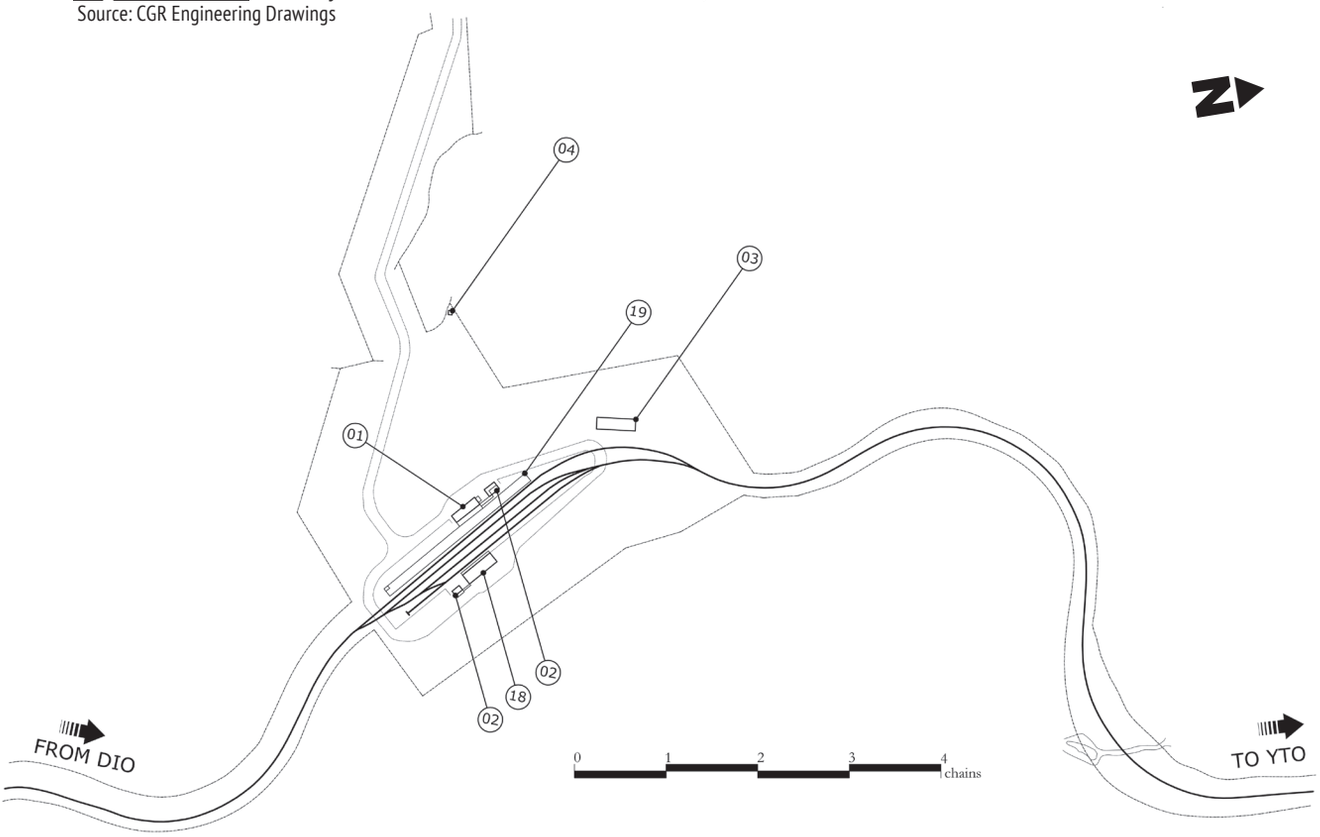


Figure A5.33 Survey Plan of Blackpool Station, Date Unknown

Source: CGR Engineering Drawings

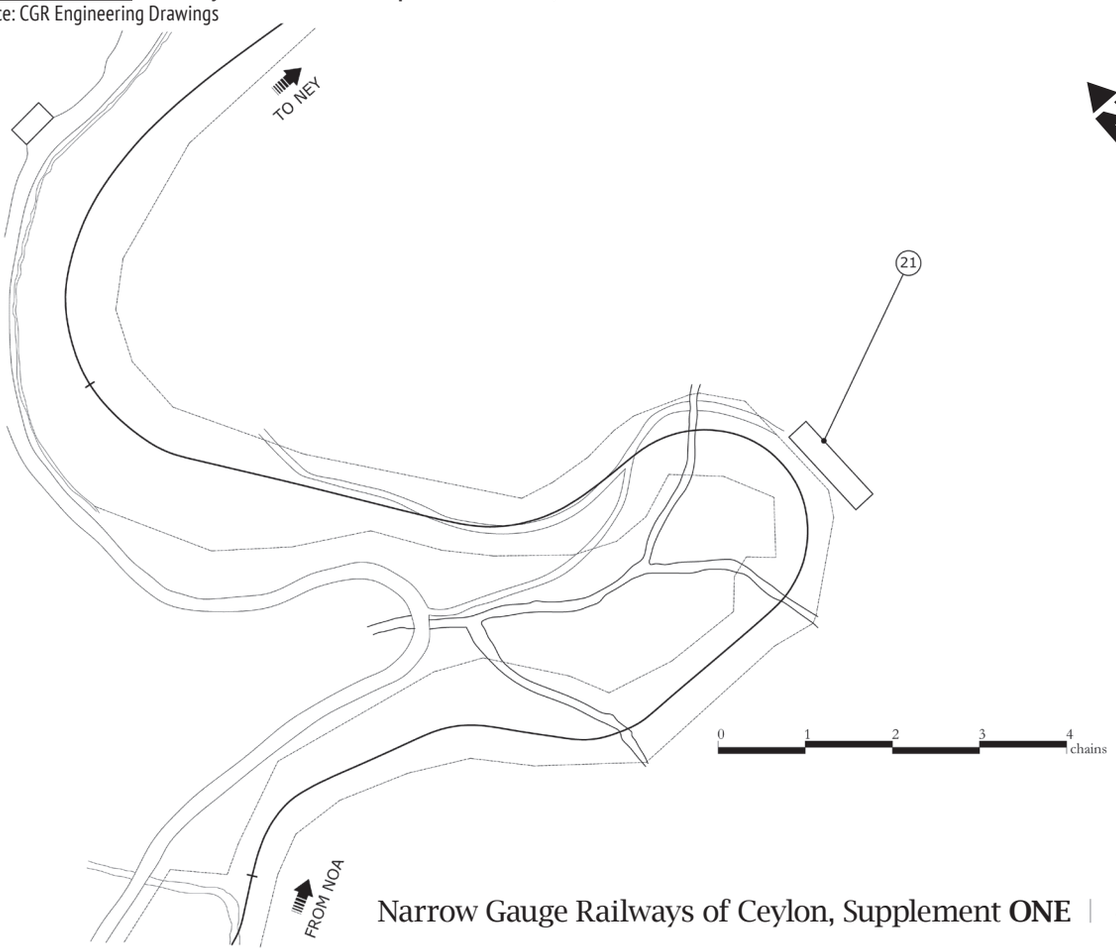


Figure A5.34 Survey Plan of Nuwara Eliya Station, Date Unknown
Source: CGR Engineering Drawings

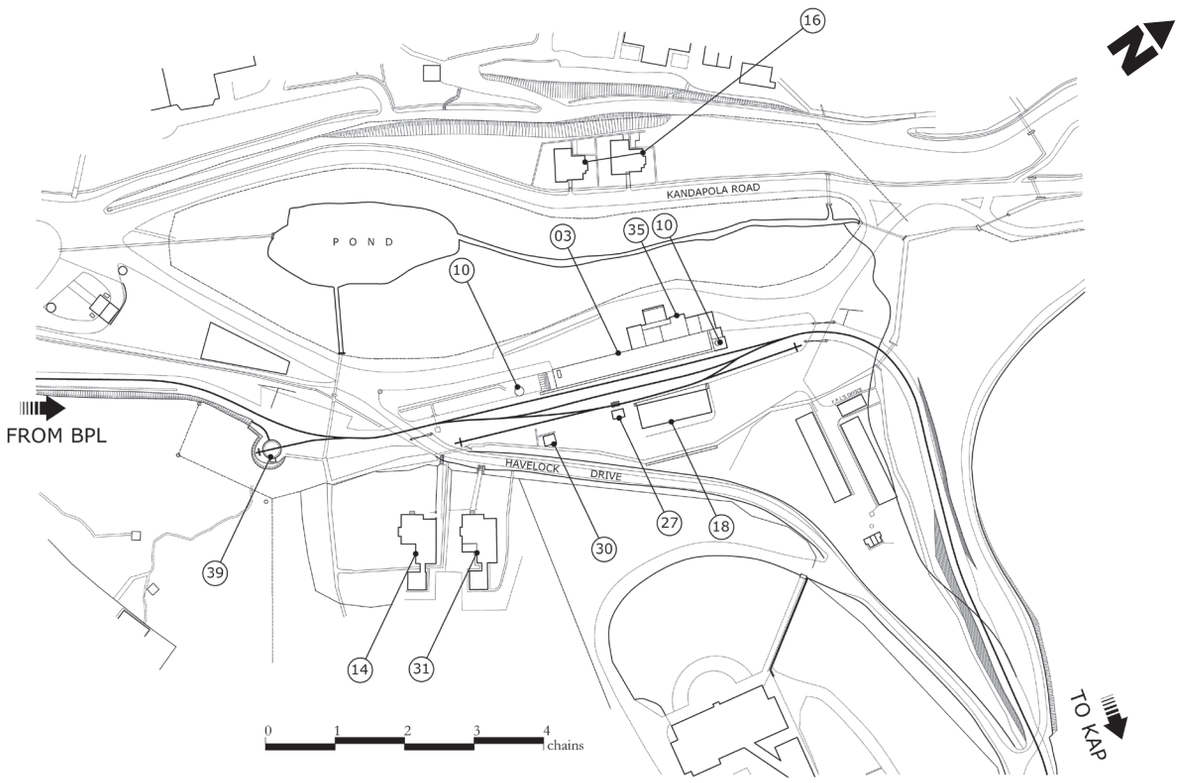


Figure A5.35 Survey Plan of Kandapola Station, Date Unknown
Source: CGR Engineering Drawings

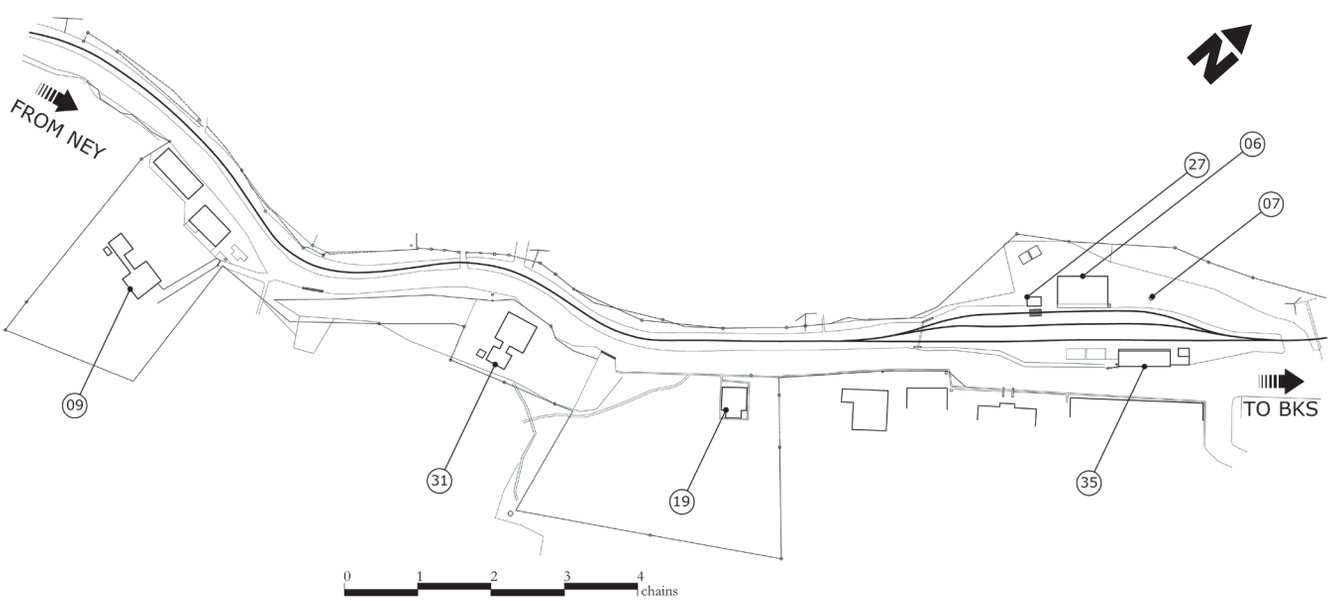


Figure A5.36 Survey Plan of Brookside Station, Date Unknown

Source: CGR Engineering Drawings

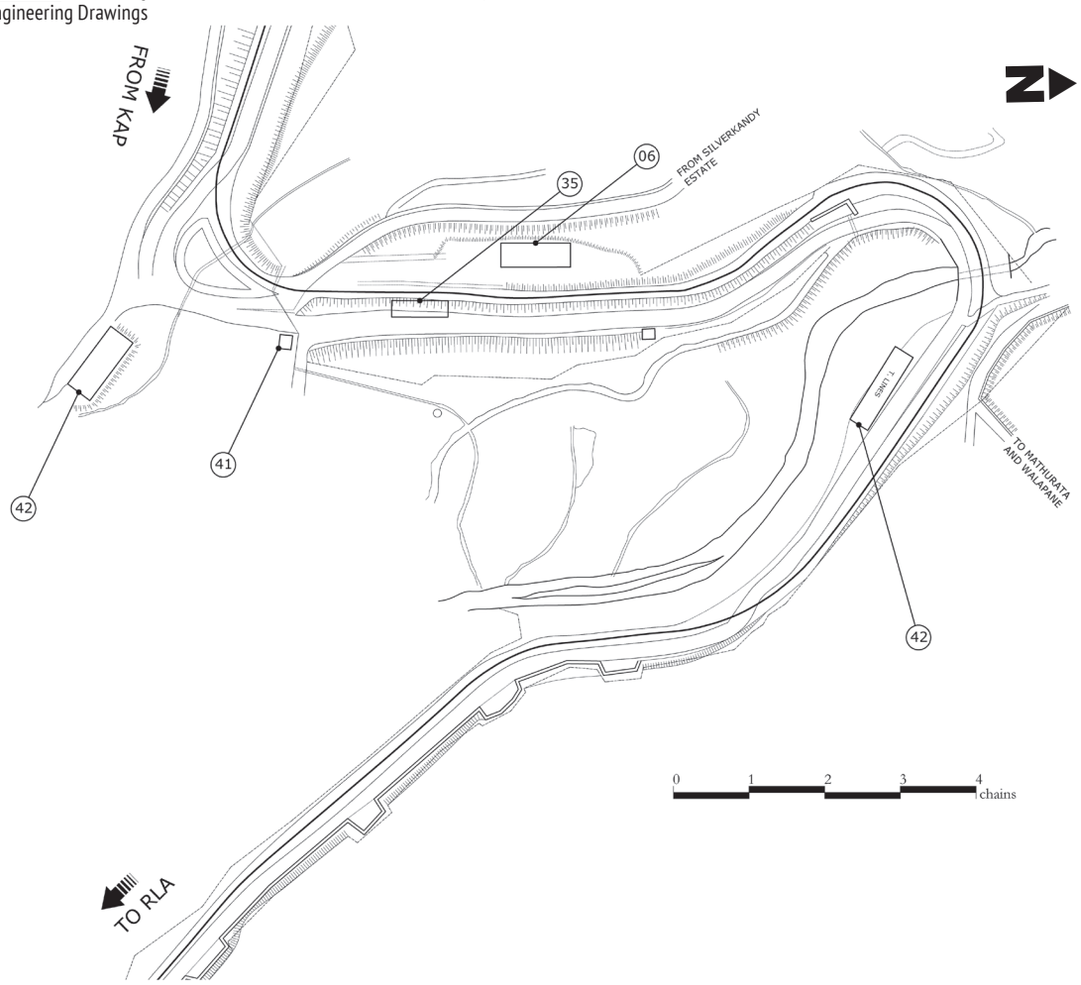
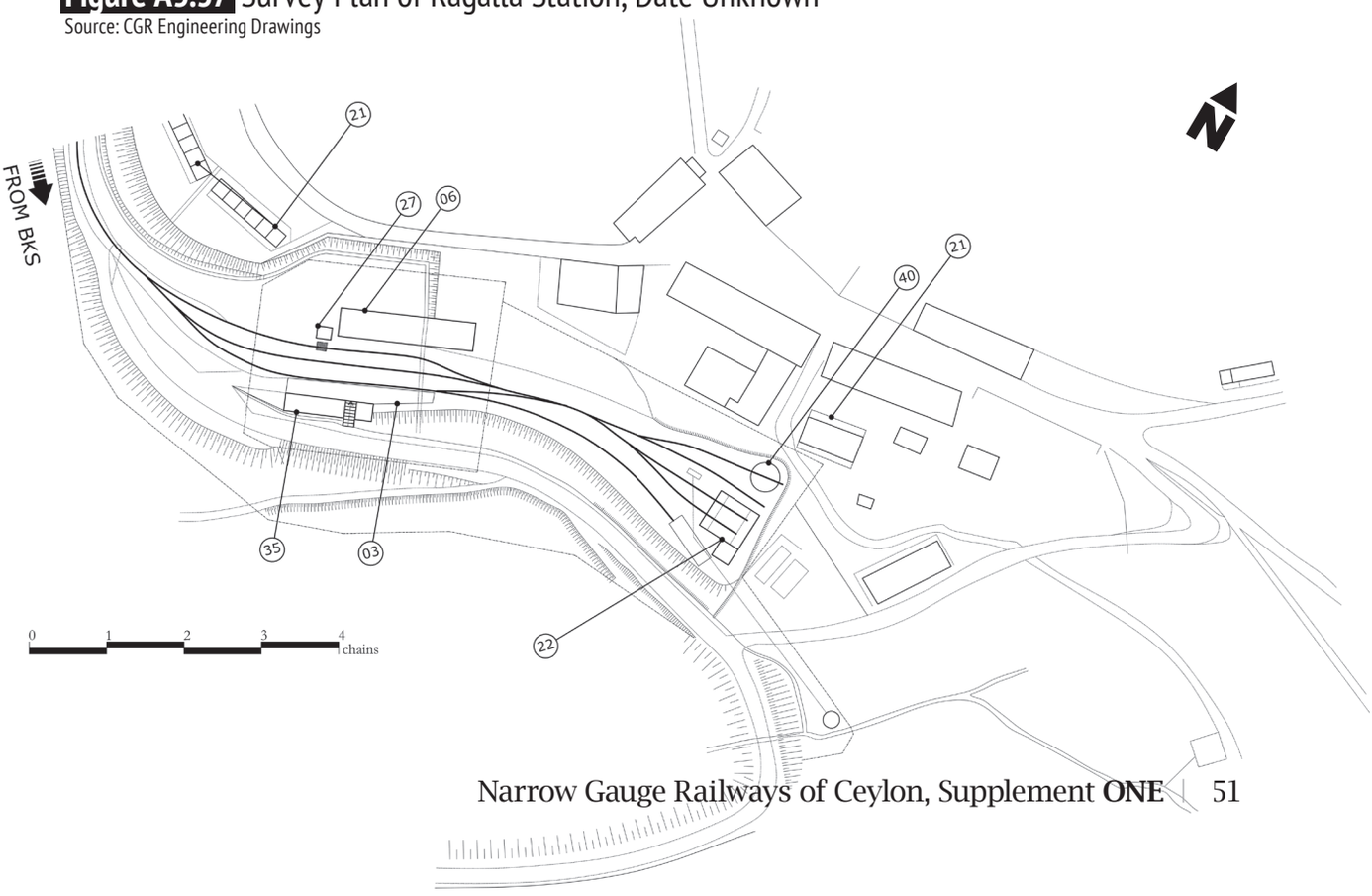


Figure A5.37 Survey Plan of Ragalla Station, Date Unknown

Source: CGR Engineering Drawings



APPENDIX SIX

Co-ordinated Rail/Road Services (1964 Working Timetable)

Section	Road Service Between	Rail-head	Out-agency	Code	Distance from Rail-head (miles)	Traffic dealt with
Main Line	Nanu oya – Ragalla – Welimada	Nanu oya	Nuwara Eliya	NEY	5	Passengers, parcels and goods
			Kandapola	KAP	12	– do –
			Brookside	BKS	15	– do –
			Ragalla	RLA	18	– do –
			Keppitipola	KPT	18	Parcels and goods
			Welimada	WMA	22	– do –
			Wellawaya	WYA	27	– do –
			Monaragala	MRA	49	– do –

Length of Sidings, 1913

Line	Loops or Crossing Sidings (M.C.L) roads (M.C.L)	Other sidings, including cross-over (12 Months) (M.C.L)	Total	Lengths added during 1912-1913
Kelani Valley Line				
Maradana	0 12 45	1 15 32	1 27 77	–
Dematagoda	–	1 2 40	1 2 40	0 17 81
Cotta Road	0 12 4	–	0 12 4	0 12 4
Nugegoda	0 11 24	–	0 11 24	–
Pannipitiya	0 12 23	–	0 12 23	–
Homagama	0 22 72	0 3 77	0 26 49	0 13 17
Padukka	0 11 54	0 16 96	0 28 50	–
Waga	0 11 59	0 16 14	0 27 73	–
Kosgama	0 12 23	0 16 27	0 28 50	–
Puwakpitiya	0 13 55	0 8 32	0 21 87	–
Avissawella	0 11 27	0 47 32	0 58 59	0 6 13
Getahetta	–	0 3 32	0 3 32	–
Kendangamuwa	0 19 59	0 8 55	0 19 14	–
Parakaduwa	0 11 13	0 8 28	0 19 41	–
Kuruwita	0 10 45	0 10 28	0 20 73	–
Ratnapura	0 10 32	0 42 41	0 52 73	–
Total	**2 13 35**	**4 39 34**	**6 52 69**	**0 49 15**
Yatiyantota Branch				
Dehiowita	0 8 59	0 14 5	0 22 64	–
Karawanella	0 10 73	0 18 41	0 29 14	–
Yatiyantota	0 12 36	0 48 64	0 61 0	–
Total	**0 31 68**	**1 1 10**	**1 32 78**	**–**
Uda Pussellawa Line				
Nanu oya	–	0 34 55	0 34 55	–
Blackpool	0 4 82	–	0 4 82	–
Nuwara Eliya	0 5 86	0 9 78	0 15 64	–
Kandapola	0 5 86	0 3 14	0 9 0	–
Brookside	–	0 4 41	0 4 41	–
Ragalla	0 4 73	0 13 55	0 18 28	–
Total	**0 21 27**	**0 65 43**	**1 6 70**	**–**
Total Narrow Gauge	**2 66 30**	**6 25 87**	**9 12 17**	**0 49 15**

(Ceylon Administration Reports: 1912 – 13: D23)

Signalling – Narrow Gauge (Kelani Valley Line)

Station	Type	Remarks
Fort (KV)	A3	Track circuited. Up Starter tablet controlled.
Maradana (KV)	A1	Double Line. Track circuited.
Loco Junction (KV)	A1	Double line ends. Track circuited.
Baseline Road	C	Up Starter motor worked and tablet controlled.
Cotta Road	C	
Narahenpita	C	
Nugegoda	C	
Nawinna	C	
Pannipitiya	C	
Malapalla	C	
Homagama	C	
Migoda	C	
Padukka	C	
Waga	C	
Kosgama	C	
Puwakpitiya	C	
Avissawella	C	
Eheliyagoda	C	
Parakaduwa	C	
Kuruwita	C	
Ratnapura	C	
Tiriwanaketiya	C	
Dela	C	
Watapota	C	
Kahawatta	C	
Opanake	C	

The stations and junctions on the Ceylon Government Railway may be classified in to three classes according to the interlocking of points and signals[1], viz:

1. Class "A" or fully interlocked, i.e., with all points on running lines and on lines giving access to running lines, being connected by rod to a signal cabin and there interlocked in a lever frame with the levers controlling the running line signals.

   According to the type of signalling, "A" type stations are sub-divided in to the following six groups, viz:

   A1: Those complete with Distants, Outer Homes, Inner Homes, Starters and Shunting Discs.

   A2: Those with Distants, Homes, Starters and Shunting discs.

   A3: Those with Outer Homes, Inner Homes, Starters and Shunting Discs.

   A4: Those with Outer Homes, Inner Homes and Shunting Discs.

   A5: Those with Outer and Inner Homes only.

   A6: Those with Home Signals and Double Disc Point Indicators at main line facing points.

   Note: At certain stations, viz those of "A6" type, main line points and signals are connected to a ground frame on the station platform and there interlocked, and the Up and Down Home Signal Levers are also provided with pointlocks, the key of the pointlock at each end being the same as that of the lever of the Home Signal at that end.

2. Partially interlocked (on the List and Morse key principle) in which the points at either end of a station are connected to a ground frame situated near the points, the levers in the ground frame being released by a hand operated key

1 This system of classification of stations is still followed by Sri Lanka Railways.

which is kept in a special 'Interlocking Key Box' in the Station Master's office. Levers actuating the Inner Signals are concentrated in a small ground frame near the Station Master's office and are operated by him.

3. Class "C" or uninterlocked, where only one Up and one Down Home Signal are provided. They are operated by a two-lever ground frame situated near the Station Master's office and in which one lever locks the other. The points on running lines are secured by clip, padlock and key.

(Appendix to Rules and Regulations, Part 2– (Operating) 1951: 1-5)

Some information on narrow gauge specific signalling at Maradana Junction

- The narrow gauge Up Trains through the station receive the following signals:
  - Colour Light Distant (fixed at Caution and beneath the Transfer Siding KV Up Home).
  - Outer Home.
  - Underhung Bracket Inner Home Signals, the upper and left hand arm applying to Up Main and the other to the Up and Down Loop.
  - Platform Starter from Up and Down Loop.
  - Advanced Starter (on the right of Up Drivers and on the Maradana side of Floor's Lane footbridge)
- Down Trains are signalled through the station by:
  - Colour Light Outer Distant (fixed at Caution and beneath the Loco Junction Down Home Signal).
  - Outer Home (with Colour Light Inner Distant beneath fixed at Caution).
  - Bracket Inner Home Signals, upper arm for Down Main and lower arm for Up and Down Loop.
  - Platform Starter for Down Main.
  - Platform Starter for Up and Down Loop.
  - Advanced Starter protecting the Goods Yard turnout.
- Disc signals are provided at all cross-over roads and turnouts.
  - The four discs in a row at the Fort end of platforms are for backing movements from the main signal line to, reading from left, Up Main, Down Main, Up and Down Loop, and sidings respectively.
  - The three discs in a row at the Loco Junction end of the Up line are for backing movements from the Up line to, reading from the right, Up Main, Up and Down Loop, and sidings respectively.
  - The two discs on the landing of the Down Inner Home Gantry are "calling on" signals for Down Main and Up and Down Loop respectively, each disc being beneath its corresponding Home arm.
  - The disc at the foot of this bracket signal is for movements from Down line to sidings.
  - The discs at the foot of the Down Platform Starting Signals and the centre disc of the three on the left of the sidings at the Fort end are for movements from these Down lines to Goods Yard and cannot be pulled off until the Fort section tablet has been obtained and inserted in a special releasing slide in the K.V Assistant Station Master's office. When the whole train is safely inside the Goods Yard and points restored to normal position, the tablet may be removed from the slide and normal tablet working

between Maradana and Fort resumed.
    - The K.V. Line between Maradana and Loco Junction is duplicated, there being one Up and one Down line between these two points.
    - All running lines from the Up Outer Home at Maradana, K.V., to the Up facing points at Baseline Road are track circuited.
- An auxiliary tablet slide with electric lock is provided in the K.V Assistant Station Master's office to control the movement of trains from Maradana to the K.V. Goods Yard and vice versa by locking up the MDA–FOT section tablet.

(Appendix to Rules and Regulations, Part 2 – (Operating) 1951: 27–29)

Equipment in trains, Electric Lights (KV)

Electric lights are provided in all passenger vehicles and brake vans.

Electric current for lights and fans is provided by dynamos and electric storage batteries, which are usually suspended from the underframe of the vehicle. The latter supply current when the train is stationary and the former on the train attaining a speed of about 12 m.p.h. The dynamo also supplies current to keep the batteries charged.

All vehicles lighted by electricity are not provided with dynamos and batteries; those so fitted are called "equipped" vehicles and those with no dynamo and battery equipment are called "wired" coaches.

To ensure continuity of supply both "equipped" and "wired" vehicles are fitted with "Kent Couplings" which must be properly connected.

On no account should two Kelani Valley dynamo coaches be coupled together electrically. They must work independently and may be coupled to sets of non-dynamo coaches only.

(Appendix to Rules and Regulations, Part 2 – (Operating) 1951: 137)

List of Dispensaries in Ratnapura District (1905)

Note: This list is included with reference to the medical facilities discussed in the book on page 68.

- Ellagawa
- Parakaduwa
- Tembiliyana
- Kendangomuwa (Eheliyagoda)
- Rakwana
- Mahawalatenna
- Molamure
- Kolonna
- Embilipitiya
- Godakawela
- Pelmadulla
- Ratnapura
- Avissawella[2]
- Balangoda
- Kalawana

(Ceylon Administration Reports 1905: I4)

2 During this era, a part of present-day Avissawella used to be within the Kuruwiti Korale of the Ratnapura District.

List of Engines, Pumps, etc., for supplying water, 1905 (Narrow Gauge only)

No.	Place	Description
1	Nuwara Eliya	Water tank
2	Kandapola	Water tank and pump
3	Ragalla	Water tank and pump
4	Padukka	Water tank and pump
5	Waga	Water tank
6	Avissawella	Water tank and pump
7	Yatiyantota	Water tank and pump

(Ceylon Administration Reports 1905: C72)

KV Locomotive Position, Formation of KV Trains, 1969

1. **In order to prevent frequent KV engine failures, loads of KV trains are restricted as indicated below, and trains should be formed accordingly, commencing from tomorrow Wednesday, 29.10.1969.**

Weekdays

a. All goods and mixed trains
: 175 tons
b. Nos. 594/201/603 and 215
: 11 coaches
c. Nos. 601 and 214
: 12 coaches
d. Nos. 193/596 and 212/614/218
: 11 coaches
e. Nos. 196/597 and 213/616/220/624
: 10 coaches
f. Nos. 197/595 and 211/615
: 6 coaches
g. Nos. 198/599 and 208/611/216/619
: 12 coaches
h. Nos. 200/600/203/605/205/608 and 217/618/221/626
: 9 coaches

2. **Pre-Poya Day**

a. All goods and mixed trains
: 175 tons
b. Nos. 601 and 206/609/212/614/218
: 12 coaches
c. Nos. 594/201/603 and 207/618
: 11 coaches
d. Nos. 193/596 and 208/616/220/624
: 12 coaches
e. Nos. 196/597 and 210/610/216/619
: 10 coaches
f. Nos. 197/595 and 211/615
: 6 coaches
g. Nos. 198/599 and 215
: 12 coaches
h. Nos. 200/600/203/605/205/608 and 221/626
: 9 coaches

3. **Poya days and NMH: as booked in the W.T.T.**
4. **Stabling/working in all cases will be as shown in the Working Timetable.**
5. **In the event of ballast specials, etc. being arranged L.F(C)/M.S. RPR should inform all connected by wire the maximum tonnage the loco could haul, and O.I.CC of these specials should arrange accordingly in consultation with S.MM.**

(Central Train Control Office, C.G.R. Maradana, 28.10.1969)

As per Central Train Control Office, C.G.R. Maradana, 14.12.1969, all passenger train services on the KV line have been cancelled on Poya days.

Damage to bridge at 69 miles 40 chains, KV line between RPR and DAL

1. Adverting to my STN.4322C of 15.9.1968, train service between RPR and OPK on Saturday, 28.9.1968, is further amended as follows.
   a. Saturday, 28.9.1968, No. 189: Will terminate at RPR, and a Rail car

will run in times of 189, RPR to OPK. No. 189 will return as No. 620 ex RPR same day (28/9). No. 204 will return working No. 606 on 29.9.1968.

b. Re para 5(a) of my original STN, empty Rail car, RPR dep. 5.45 hrs, to work No. 186 ex DAL is cancelled. This RC should now be utilised to run in times of No. 189 RPR/OPK on this day. And also work Nos. 186/590 re-timed.

c. Empty RC, OPK to DAL (Return RC running in times of No. 189) OPK dep. 9.05 hrs; DAL arr. 10.10 and work Nos. 186 re-timed. Turnery 189, RPR/OPK.

d. No. 186 re-timed (on 28.9.1968) DAL dep. 10.20 hrs; WPT arr. 10.41, dep 10.42; KHW arr. 11.09, dep 11.10; OPK arr. 11.30 and return working No. 590, re-timed. (Will stop at all R.C halts)

e. No. 590 re-timed, OPK dep. 11.40 hrs; KHW arr. 12.00, dep. 12.01, WPT arr. 12.28, dep 12.29; DAL arr. 12.51 and form No. 187. (will stop at all R.C. halts)

2. On Saturday, 29.9.1968 and Monday, 30.9.1968, the working will be as notified in STN. 4322c of 15.9.1968.

Notes:

a. Wide publicity should be given to the re-timing of Nos. 186/590 on 28.9.1968, by exhibiting suitable notices in all three languages for the information of the public. Passengers for stations beyond RPR by No. 189 should also be advised to change over to RC at RPR.

b. S.MM and R.AA(T) should note that there are no facilities for conveyance of parcels, passenger's luggage (booked), and V.GG after No. 204v on 27.9.1968 till 189 on 30.9.1968, for stations beyond RPR on KV line.

c. Please note, arrange accordingly advising all concerned and acknowledge receipt.

(Central Train Control Office, C.G.R. Maradana, 23.9.1968)

Cheap ticket notices

Easter Holidays, 1920

First, second and third class return tickets at single fare for the double journey will be issued at **Maradana,** Negombo, Kochchikade, Madampe, Chilaw, Veyangoda, Polgahawela, Kadugannawa, Kandy, Wattegama, Matale, Gampola, Nawalapitiya, Hatton, Talawakele, **Nanu oya, Nuwara Eliya, Ragalla,** Haputhale Bandarawela, Kurunegala, Anuradhapura, Mannar, Talaimannar, Vavuniya, Pallai, Kodikamam, Jaffna, Kankesanthurai, **Padukka, Waga, Kosgama, Puwakpitiya, Avissawella, Parakaduwa, Ratnapura, Watapota, Opanake, Dehiowita, Karawanella, Yatiyantota, Colombo Fort,** Slave Island, Kollupitiya, Bambalapitiya, Wellawatta, Dehiwala, Mount Lavinia, Moratuwa, Panadure, Kaluthara South, Aluthgama, Ambalangoda, Galle and Matara to stations more than 50 miles apart from Wednesday, March 31 to Tuesday April 13 inclusive, available to return up to and including Tuesday, April 20, 1920.

These cheap tickets will also be issued from **Maradana to Yatiyantota,** Polgahawela to Kandy and Matale, Kandy to Hatton, Polgahawela to Kurunegala, Hatton to Kandy, **Yatiyantota to Maradana,** Kurunegala to Kandy, Ambalangoda to Matara, and Matara to Ambalangoda.

Week-end tickets, 1921

On and from December 9, 1921, the following arrangements will be brought into force, all previous weekend concessions being cancelled.

First and second class week-end tickets from all stations distant 50 miles and over will be issued at a single fare and a quarter for the double journey to the following stations: Colombo Maradana, Colombo Fort, Slave Island, Kollupitiya, Bambalapitiya, Wellawatta, Dehiwala, Mount Lavinia, Aluthgama, Ambalangoda, Galle, Matara, **Ratnapura,** Negombo, Chilaw, Anuradhapura, Vavuniya, Mankulam, Elephant Pass, Jaffna, Kankesanthurai, Kadugannawa and all stations beyond, on the Matale and Upcountry lines.

The tickets will be available on the outward journey after midnight on Thursday, and on the return journey up to midnight on the Monday following, including the Down Night Mail trains from Demodara and Talaimannar Pier and the Up Night Mail trains from Colombo Fort on Monday and their direct connections.

(General Manager, CGR, Special Notices of the respective year)

Opening of Kottawa Halt for Parcels Traffic

It is hereby notified for the information of all concerned that the above Ticket Agency at 12m. 4c. on the KV line will be opened for parcels traffic with effect from Monday, May 5, 1952. (Standing Orders in Weekly Notices 1952)

Avissawella Signalling

On Friday, April 4, 1952, the dwarf ground signal-repeater for the Up Gate Signal will be brought in to use. It will be situated on Station side of the overhead bridge, 6 feet above the rail level, 5 feet from rail and left of Up drivers.

The gate lever of the three lever ground frame at AVS level crossing will be provided with an Annett's lock, and the key be kept in S.M's custody. S.M., AVS, will note and arrange accordingly. (Standing Orders in Weekly Notices 1952)

Diesel Locomotives, KV

Referring to Para. 217 of G.M's Circular No. 36 issued with weekly Notice No. 36 of 1950, Diesel Locomotives, KV, P1 Class, are now authorized to take a load of 9 passenger bogies between FOT and AVS in an emergency. Such a train can maintain a speed of 20 m.p.h on the flat and 12 m.p.h on gradients.

Drivers should start off on the 1st gear and pick up their speeds through the 2nd, 3rd and 4th gear in correct sequence. They should maintain high engine speed on the 4th gear and, if haulage is difficult, come down to 3rd gear and run at 12 m.p.h. (Standing Orders in Weekly Notices 1952)

APPENDIX EIGHT

Ceylon Administration Report Extracts (Narrow Gauge only)

Cost Estimates and Expenditures

	Kelani Valley Railway (All Extensions)		Uda Pussellawa Railway	
	Estimated Cost Rs.	Total Expenditure Rs.	Estimated Cost Rs.	Total Expenditure Rs.
1900	4,034,780.76	993,147.47	unknown	57,577.90
1901	4,034,780.76	3,097,555.93	unknown	539,882.91
1902	4,829,800.00	4,763,287.29	unknown	1,042,796.36
1903	unknown	unknown	unknown	unknown
1904	unknown	unknown	unknown	unknown
1905	5,387,062.00	5,499,194.27	1,631,600.00	1,634,997.37
1912–1913	unknown	51,147.00	unknown	unknown
1914	unknown	7,510.00	unknown	unknown
1916	unknown	2,807,627.00	unknown	unknown
1917	unknown	804,843.00	unknown	unknown
1918	unknown	unknown	unknown	unknown
1919	unknown	266,001.00	unknown	unknown

Note: above figures are as of 31st December of the respective year. Running figures are up to 1905 and then up to 1916. No estimates are indicated for Uda Pussellawa Railway. 1912–1913, 1914: figures are for the Ratnapura Extension. 1916, 1917, 1919: for Pelmadulla Extension.
The above expenses are described in two schedules. Schedule number one includes felling trees and clearing land, earthwork, bridges, culverts, permanent way, switches and crossings, level crossings, metalling and gravelling roads, stations, miscellaneous works, contingencies, general charges on construction works and general stores. Schedule number two includes electric telegraph, land and compensation, engineering and administration, steel in bridge girders, cast iron in bed plates, steel in culvert girders, permanent way steel rails, permanent way fastenings, switches and crossings, Karri (timber) sleepers, rolling stock and contingencies.

Traffic Train Mileage

Year	KVR	UPR	Year	KVR	UPR	RPR	PMR
1902	24,820	Not applicable	1911	Not available	Not available	Not available	Not applicable
1903	Not available	Not available	1912	205,710	51,928	30,436	Not applicable
1904	116,948	34,448	1913	229,966	53,627	72,792	Not applicable
1905	126,682	45,365	1914	226,786	55,264	71,669	Not applicable
1906	Not available	Not available	1915	190,480	51,233	59,508	Not applicable
1907	Not available	Not available	1916	194,756	58,989	59,168	Not available
1908	Not available	Not available	1917	201,480	59,999	56,919	Not available
1909	Not available	Not available	1918	143,625	51,263	41,260	Not available
1910	Not available	Not available	1919	156,691	55,387	49,012	12,222

KVR (Kelani Valley Railway): 1902–1903 MDA to AVS; 1904 onwards MDA to YTO.
UPR (Uda Pussellawa Railway): 1903–1904 NOA to NEY; 1904 onwards NOA to RLA.
RPR (Ratnapura Railway): 1912 onwards AVS to RPR.
PMR (Pelmadulla Railway): 1916 onwards RPR to DAL; 1919 onwards RPR to OPK.

Note: 1905; the increases in the Kelani Valley and Uda Pussellawa sections are due to the running of special passenger trains and also goods trains to clear accumulated traffic.
1914: the decreases on the lines are due to the curtailed train service during August and September.

Events

- 15 September 1902: opening of the first section of the Kelani Valley Railway, Colombo to Avissawella (36 miles 66 chains).
- 1913, Colombo to Yatiyantota, telegraph was reconstructed, curves were improved on Kelani Valley line. New passenger station at Homagama was completed.
- 10 July 1912: subsidence of bank at 61 miles between Kuruwita and Ratnapura owing to heavy floods. Engine and one carriage overturned, and Driver Smith injured.
- 2 December 1912: Opening of new Kelani Valley Inwards Goods Shed, Maradana.
- Relocation of Kelani Valley loco shed from Maradana to Dematagoda in 1912–13. Improvements to the curves of the same line and lengthening of passing sidings, Colombo to Avissawella also happened in the same period.

Goods Traffic (Increases and decreases)

- 1912–1913 increases: 405 tons in UPR, 15,975 tons in KVR and 5,186 tons in RPR.

Vehicles stock: Kelani Valley Railway
Rolling Stock

	1902	1903	1904	1905	1912-1913
Coaching: Bogie Stock					
Composites, first and second class	5		5	6	9
Composites, second and third class			3	3	8
Composite brake and third class	5		5	6	9
Third class	10		7	11	24
Passenger brake vans					3
Goods Stock: bogie					
Covered goods wagons	35		38	38	135
High-sided wagons	5		5	5	5
Low-sided wagons	3		8	8	20
Gunpowder van	1		1	1	2
Petroleum Oil tank wagon	1		1	1	3
Goods and Brake			2	2	
Bogie Crane wagon	1		1	1	1
Crocodile wagon	1		1	1	
Horse box and carriage truck				1	
Bogie ballast wagons					13
Total	**67**		**77**	**84**	**232**

Note: Blank cages indicate that the relevant numbers were not available.

Locomotives

	1902	1912–1913
Four-wheel coupled 3' tank engines (Small KV)	7	7
Six-wheel coupled 3' tank engines (Big KV)	0	13

Vehicles stock: Uda Pussellawa Railway
Rolling Stock

	1904	1905	1912-1913
Coaching: bogie stock			
First class		1	1
Coaching: four wheel			
Governor's saloon	1	1	1
First class	3	3	6
Composites, second and third class	3	3	5
Third class	3	3	7
Passenger Brake Vans	3	3	6
Goods Stock: bogie			
Low-sided wagons	2	2	4
Goods Stock: Four wheel			
Covered goods wagons	31	31	49
High side wagons	7	7	7
Low side wagons			2
Lime wagons	1	1	1
Oil tank wagon	1	1	
Total	**55**	**56**	**89**

Note: Blank cages indicate that the relevant numbers were not available.

Profit and Loss Details (Rupees)

	1904	**1905**
Passenger		
Kelani Valley Line	162,128	210,404
Uda Pussellawa Section	8,281	36,145

Earnings for Coaching Vehicle per mile (Cents) (1903: C12)

	Broad Gauge
Coast Line	20.7
Main Line	27.7
Nawalapitiya to Bandarawela	25.5
Matale Line	31.5
Polgahawela to Anuradhapura	25.4
Anuradhapura to Pallai	25.1
Pallai to Kankesanturai	16.6
	Narrow Gauge
Kelani Valley Railway	20.0
Uda Pussellawa Railway	36.3

Quotations

"The Kelani Valley line has started well and has fulfilled expectations. The passenger traffic has been heavier than was expected; so much so, that the question of providing more passenger rolling stock is one for the near future. The goods traffic is also as good as might be expected in view of the fact that we have not yet reached a large portion of the tea-producing country. I feel sure that when the Yatiyantota section is completed the goods traffic will fully realise expectations.

Steady progress has also been made in carrying out the sanctioned increases in the rolling stock, and at present, **the Locomotive Engineer's hands are full in building and preparing the vehicles for the Northern and Uda Pussellawa Lines;** but further increase is inevitable before long, both to provide a reasonable reserve for repairs and cleaning, and also to replace the more or less obsolete four-wheeled carriages which have been running so long…" ((Report of the General Manager, C.G.R) 1902: C1)

"The opening of the Kelani Valley Railway on the narrow gauge (2 ft. 6 in.) marks a new epoch in the history of railway construction in the colony, seeing it is the first break of gauge introduced since the opening of the broad gauge line to Kandy in 1867." ((Engineer of Way and Works Report) 1902: C48)

"The traffic on the Kelani Valley line during the three and half months it has been open amounted to nearly 5,000 tons (4,879). This does not nearly approximate the estimate of 40,000 tons per annum quoted for it, but it is

an earnest of the traffic that will offer, and there appears to be every reason to believe that when the line is completed to Yatiyantota the estimate will be fully realised." ((Traffic Superintendent Report) 1902: C74)

"The total quantity conveyed over the Kelani Valley Line was 12,680 tons, and is still short of the estimate of the Commission by over 2,000 tons" (1905: C7)

"further considerable increases were carried out in the workshop accommodation in Colombo, including the usual additions in the shape of time and money saving machinery, to keep pace with the growth of the railway, **and a start was made with the removal of Way and Works workshops to Dematagoda, where also good progress was made with the erection of a new narrow gauge workshop for dealing exclusively with repairs to Kelani Valley engines and rolling stock** …

… **As regards the Colombo Station Extensions, one of the most important works was the completion of the new Kelani Valley inwards goods shed and yard, a work which enabled the old Kelani Valley goods yard to be entirely used for outwards traffic, and this, together with increased supply of wagons, resulted in very satisfactory handling of Kelani Valley goods traffic during the busy season, as compared with the regrettably unsatisfactory work of the preceding year. As already stated above, it has been decided to double the accommodation originally proposed for the new Kelani Valley outwards shed, and to rearrange the scheme so as to give better facilities for further extensions in future.** (1912–1913: D2)

"In the October floods **the *Kelani-ganga* rose 7 to 8 feet over the railway yard and station at Yatiyantota** and submerged something like 5 miles of railway between Padukka and Yatiyantota, the main line between Colombo and Ragama, **the Kelani Valley Line between Colombo and Nugegoda,** and coast-line between Colombo and Talpitiya being also seriously affected." … **An exceptional flooding of the *Kalu-ganga* took place and did considerable damage to the railway works in the Ratnapura District, submerging a bank about 30 feet in depth and destroying the Colombo abutment of 40 feet bridge at 63 miles. In December we had another severe storm, which affected** the main line from Kadugannawa to Bandarawela, the Matale branch, **Uda Pussellawa Railway from Nanu-oya to Ragalla,** and the coast-line from Kalutara to Matara." (1914: D6)

"The first section of the Pelmadulla (2'-6" gauge) line from Ratnapura to Dela; 6 miles 62 chains, was opened for goods and parcels traffic in April 1916, and the results as regards traffic have been satisfactory." (1916: D2)

"Slips and Washaways: **Trouble began on May 16 (1916) by small slips and washaways on the Kelani Valley line,** Negambo line, and main line, and on the 17th, there were serious floods on Matara branch. **On the 19th, the trouble began to spread rapidly, further slips occurring on the Kelani Valley and Ratnapura lines,** and on the same date water began to rise between Wadduwa and Kaluthara North and on the

main line at Hunupitiya, Ragama and Henerathgoda" (1916: D7)

"Avissawella and Yatiyantota branch service interrupted May 16 to 19, 1916." (1916: D9)

"Colombo Stations Extensions: **During 1916 the Narrow Gauge outward shed (400 feet long) and yard were opened for traffic.** … **The Narrow Gauge lake basin is approaching completion**…**"** (1916: D10)

New Stations, etc.

"Three stopping places on the Kelani Valley line, viz Narahenpitiya (Narahenpita), Udahamulla, and Meegoda, were opened for passenger traffic during this year."

(1912–1913: D5)

New passenger station at Homagama, cost: Rs. 19,202.78

(1912–1913: D5)

Note: Extension of the railway to Ratnapura included in the "Plans for improvement of the province" in 1900 and 1901, Sabaragamuwa Government Agent's report, which is part of the Ceylon Administration Reports for 1900 and 1901.

Notes on Sectional Results
Kelani Valley Line

Receipts: The chief increases are passengers Rs. 20,400, goods Rs. 32,900, season tickets Rs. 1,000, and a decrease of Rs. 1,800 in miscellaneous, and this continues to show satisfactory progress.

Expenditure: A net saving of Rs. 6,900 has been effected, there being increases in maintenance of way and works Rs. 5,500, traffic running Rs. 4,000 and decreases in locomotive power, etc., Rs. 6,500, traffic charges Rs. 6,100 and new works Rs. 4,300.

Uda Pussellawa Section

Receipts: the principal increases are passengers Rs. 21,700, season tickets Rs. 1,100 consequent upon the opening of Brookside Station and facilities afforded by cheap week-end tickets to Nuwara Eliya, etc.

Expenditure: increases has been general in the working of this section, the principal items being maintenance of Way and Works Rs. 4,300, locomotive power Rs. 9,800, traffic charges, etc, Rs. 6,500. (1905: C9)

Watering Stations list: Kelani Valley Railway

- 1902: Colombo (Maradana), Nugegoda, Padukka, Waga, Avissawella

Extensions

- **Pelmadulla Extension:** this line is an extension of the Ratnapura line, and is built to a 2ft. 6 in. gauge. It is approximately 17 miles in length, the present terminus of the line being Kahawatta, a village situated at the 71½ mile post of the Colombo–Rakwana Road. Kahawatta is 400 ft. above sea level, Ratnapura approximately 80 ft. The line traverses the rich rubber district of the *We-ganga* valley. There are four stations, namely, Tiriwanaketiya, Dela, Watapota and Kahawatta.
- Large traffic may reasonably be expected at Dela and Kahawatta after the line is opened, and also at Watapota, if a road is constructed connecting the estates on the South side of the *We-ganga* with this station. The construction of this road is under consideration by Government.

- From Ratnapura to Dela the line traverses comparatively easy country, but subjected to high floods of the *Kalu-ganga*[1] between Dela and Kahawatta; the country is rough and very sidelong.
- The total estimated cost of the line is Rs. 2,253,414.37, out of which Rs. 737, 887.17 has been spent to date.
- All the land required has been applied for, but up to date only 2 ¾ miles have been formally handed over. Permission of the owners or the agents of the lands has, however been obtained to start work in many places pending final acquisition. The line is not likely to be completed till 1916.
  (1912–1913: D34, 35)
- **Colombo Station extension:** the duplication of the main line on a new alignment from Maradana to Slave island across the lake, and the extension of the narrow gauge line from Maradana to Fort.
  (1912–1913: D35)
- **Ratnapura–Pelmadulla extension:** this is an extension of the narrow gauge line beyond Ratnapura. The line is 17 miles in length, and serves one of the richest rubber districts in the island. The construction of the line for the first 7 miles from Ratnapura is fairly easy; but beyond this point the country is rough, broken and sidelong. The elevation of Pelmadulla is such that the frequent use of the steep gradient 1 in 80 is necessary. Good progress is made with this work.
- **Opanake extension:** this line is only 4¾ miles in length, and is an extension of the narrow gauge beyond Kahawatta (Pelmadulla). The sanction for the construction of the line was only received in 1914. Up to the present, with the exception of applying for the acquisition of the portion of the land, no construction work has been started.
  (1914: D8)
- **Pelmadulla and Opanake extensions:** these form extensions of the narrow gauge system beyond Ratnapura, the combined length of the two extensions being 21¾ miles. The line runs along the valley of the *We-ganga* and serves one of the richest tea and rubber districts of the island, including Balangoda and Rakwana. The country is very rough and the construction work is heavy, especially between Dela and Kahawatta. The rails are laid for 11¼ miles, and the work is being pushed forward as rapidly as possible. The

1 Although the Sessional Papers mentioned Kalu-ganga, it is actually We-ganga which is a tributary of the Kalu-ganga.

line rises from Ratnapura Station, which is only 80 feet above mean sea level, to Opanake, which is 467 feet above mean sea level. A new road, with a bridge over the *We-ganga,* is under construction connecting the estates south of the We-ganga with Watapota Station. The line from Ratnapura to Dela was opened for goods traffic in parcels and mails on April 3, 1916. The line from Dela to Kahawatta should be opened about the end of 1917.
(1916: D10)

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(1917: D9)
- A small section of narrow gauge line was added to the railway mileage in Colombo on and from March 10, 1919, by the extension of the Kelani Valley line from Maradana to Fort. The scheme of extension of the same line was also completed on May 2, 1919, by the opening of the sections from Dela to Opanake, thus giving the projected rail facilities for the Pelmadulla, Rakwana, and Balangoda districts.
(1919: D2)

Lines under survey and consideration

- **Opanake Extension:** This is an extension of the Pelmadulla line from Kahawatta to a point at the foot of the Balangoda Pass. It is 4¾ miles in length, and the survey and estimates have been submitted to the Government.
- **Madampe Extension:** This is also an extension of the narrow gauge line beyond Kahawatta to serve the Rakwana district. The line is approximately 6 miles in length. The survey is completed, and the estimate in hand. This line passes through very rough and broken country.
Chief Construction Engineer's Report, 2 March 1914. (1912–1913: D36) *(which was published in 1914)*

Statement showing Dates of Opening, Cost of Construction, Length, and Cost per Mile of the Narrow Gauge lines of the Ceylon Government Railway open for traffic on June 30, 1913.

Line	Date of opening for traffic	Length of Line (miles chains)	Original Cost (Rupees and cents)
Kelani Valley Extension, Maradana to Avissawella	1902.9.15	36 66	5,474,602.45
Kelani Valley Extension, Avissawella to Yatiyantota	1903.9.14	10 76	
Uda Pussellawa Extension, Nanu-oya to Nuwara Eliya	1903.8.1	6 45	1,647,322.35
Uda Pussellawa Extension, Nuwara Eliya to Kandapola	1903.12.21	5 68	
Uda Pussellawa Extension, Kandapola to Ragalla	1904.7.1	6 65	
Kelani Valley Extension, Avissawella to Ratnapura	1912.1.15	26 73	2,878,243.70
Kelani Valley Extension, Ratnapura to Dela	1916 April	6 62	

(1912–1913: D15), (1914: D2)

ABBREVIATIONS

Abbreviations used in the Supplement

L.F(C) : Chief Locomotive Foreman
M.C.L : miles chains links
M.S. : Minor Supervisor (Railway)
O.I.CC : Operation in Charge(s)
OS : Ordnance Survey
R.AA (T) : Railway Agent (Traffic)
S.MM : Station Master(s)
STN : Special Train Notice
V.GG : Van Goods

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CORRECTION SHEET 3

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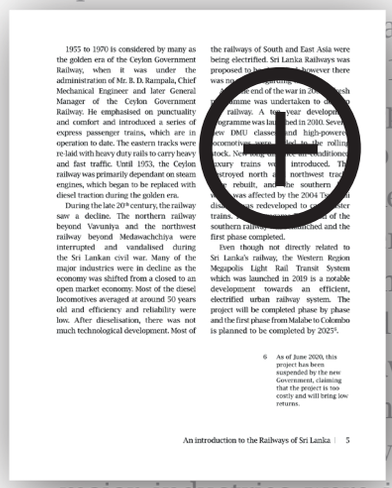

1955 to 1970 is considered by many as the golden era of the Ceylon Government Railway, when it was under the administration of Mr. B. D. Rampala, Chief Mechanical Engineer and later General Manager of the Ceylon Government Railway. He emphasised on punctuality and comfort and introduced a series of express passenger trains, which are in operation to date. The eastern tracks were re-laid with heavy duty rails to carry heavy and fast traffic. Until 1953, the Ceylon railway was primarily dependant on steam engines, which began to be replaced with diesel traction during the golden era.

During the late 20th century, the railway saw a decline. The northern railway beyond Vavuniya and the northwest railway beyond Medawachchiya were interrupted and vandalised during the Sri Lankan civil war. Many of the major industries were in decline as the economy was shifted from a closed to an open market economy. Most of the diesel locomotives averaged at around 50 years old and efficiency and reliability were low. After dieselisation, there was not much technological development. Most of the railways of South and East Asia were being electrified. Sri Lanka Railways was proposed to be electrified; however there was no action regarding this.

After the end of the war in 2009, a fresh programme was undertaken to develop the railway. A ten year development programme was launched in 2010. Several new DMU classes and high-powered locomotives were added to the fleet. New long distance air-conditioned luxury trains were introduced. The destroyed north and northwest tracks were rebuilt, and the southern line which was affected by the 2004 Tsunami disaster was redeveloped to carry faster trains. The Kataragama Extension of the southern railway was relaunched and the first phase completed.

Even though not directly related to Sri Lanka's railway, the Western Region Megapolis Light Rail Transit System which was launched in 2019 is a notable development towards an efficient,

6 As of June 2020, this project has been suspended by the new Government, claiming that the project is too costly and will bring low returns.

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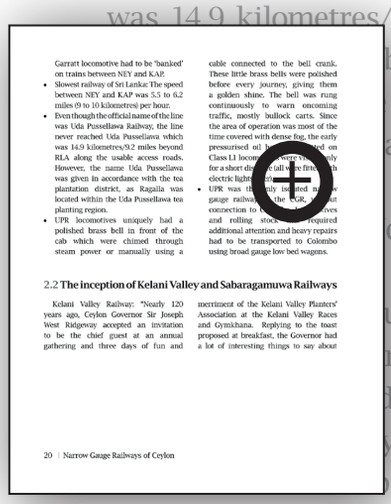

Garratt locomotive had to be 'banked' on trains between NEY and KAP.

- Slowest railway of Sri Lanka: The speed between NEY and KAP was 5.5 to 6.2 miles (9 to 10 kilometres) per hour.
- Even though the official name of the line was Uda Pussellawa Railway, the line never reached Uda Pussellawa which was 14.9 kilometres/9.2 miles beyond RLA along the usable access roads. However, the name Uda Pussellawa was given in accordance with the tea plantation district, as Ragalla was located within the Uda Pussellawa tea planting region.
- UPR locomotives uniquely had a polished brass bell in front of the cab which were chimed through steam power or manually using a cable connected to the bell crank. These little brass bells were polished before every journey, giving them a golden shine. The bell was rung continuously to warn oncoming traffic, mostly bullock carts. Since the area of operation was most of the time covered with dense fog, the early pressurised oil headlamps fitted on Class L1 locomotives were visible only for a short distance (all were fitted with electric lights later).
- UPR was the only isolated narrow gauge railway of the CGR, without connection to Colombo. Locomotives and rolling stock that required additional attention and heavy repairs had to be transported to Colombo using broad gauge low bed wagons.

2.2 **The inception of Kelani Valley and Sabaragamuwa Railways**

Kelani Valley Railway: "Nearly 120 years ago, Ceylon Governor Sir Joseph West Ridgeway accepted an invitation to be the chief guest at an annual gathering and three days of fun and merriment of the Kelani Valley Planters' Association at the Kelani Valley Races and Gymkhana. Replying to the toast proposed at breakfast, the Governor had a lot of interesting things to say about

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between NEY and KAP was 5.5 to 6.2 miles (9 to 10 kilometres) per hour.

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motive power and rolling stock

The superfluous text "motive power and rolling stock" appearing on the top margin of the page which has been caused by a formatting error, is to be disregarded.

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Government soon found that the proposed route was covered with dense jungle and the terrain was difficult. The Chief Resident Engineer, F. J. Waring, was advised to inspect the country between Colombo and Karawanella and propose a new possible railway route. He submitted his report on 18 February 1895 proposing a new route from Wellawatte via Mirihana, Pannipitiya, Pitipana, Padukka, Waga, Kosgama, Avissawella, Atulugama, with the terminus at Ruwanwella[17]. The railway was officially approved on 27 April 1898 but the route was slightly altered. The final route was Mirihana (presently Nugegoda),

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Construction commenced on 22 March 1900 and the first phase up to Avissawella was completed on 13 September 1902 and opened for passenger traffic on 15 September the same year. Avissawella to Yatiyantota was opened for traffic on 13 September 1903. The terminus Yatiyantota Station was located on the left bank of the Kelani River. Even though it is known as the Kelani Valley railway, the rail track never crossed the Kelani River. During the railway construction, a road bridge was built across the Kelani river connecting Yatiyantota terminus station with the Yatiyantota township. This bridge still exists and is often wrongly identified as a railway bridge. The total distance covered was 47 miles 62 chains and the total cost including the motive power and rolling stock was Rs. 5,433,679. The cost estimated for a mile was Rs. 57,546 and the total estimated cost excluding the motive power and rolling stock was Rs. 2,877,000. It was earlier proposed to construct the line up to Atulugama and extend two branches to Yatiyantota and Ruwanwella, which did not happen.

Ratnapura Extension: A delegation of planters and inhabitants of Ratnapura District met the Governor at Ratnapura in December 1900 and urged him to extend the railway to the Ratnapura District as well. A feasibility study was carried out by the Chief Resident Engineer J. Phillimore and Assistant Engineer M. Cole Bowen. In January 1901, they informed the Governor

17 In this proposal two options were tabled; the second unapproved option was to lay the track through Padukka, Labugama, Avissawella, instead of Padukka, Waga, Kosgama, Avissawella, which was dropped due to the terrain and probably lack of passenger traffic.

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Unknown places

Clarke and Company

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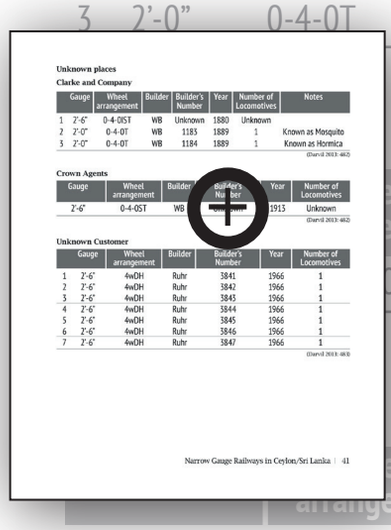
	Gauge	Wheel arrangement	Builder	Builder's Number	Year	Number of Locomotives	Notes
1	2'-6"	0-4-0IST	WB	Unknown	1880	Unknown	
2	2'-0"	0-4-0T	WB	1183	1889	1	Known as Mosquito
3	2'-0"	0-4-0T	WB	1184	1889	1	Known as Hormica

(Darvil 2013: 482)



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Crown Agents

Gauge	Wheel arrangement	Builder	Builder's Number	Year	Number of Locomotives
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(Darvil 2013: 482)

Unknown Customer

	Gauge	Wheel arrangement	Builder	Builder's Number	Year	Number of Locomotives
1	2'-6"	4wDH	Ruhr	3841	1966	1
2	2'-6"	4wDH	Ruhr	3842	1966	1
3	2'-6"	4wDH	Ruhr	3843	1966	1
4	2'-6"	4wDH	Ruhr	3844	1966	1
5	2'-6"	4wDH	Ruhr	3845	1966	1
6	2'-6"	4wDH	Ruhr	3846	1966	1
7	2'-6"	4wDH	Ruhr	3847	1966	1

(Darvil 2013: 483)

Narrow Gauge Railways in Ceylon/Sri Lanka | 41

Crown Agents

	Gauge	Wheel arrangement	Builder	Builder's Number	Year	Number of Locomotives
	2'-6"	0-4-0ST	WB	1997	1913	Unknown

(Darvil 2013: 482)

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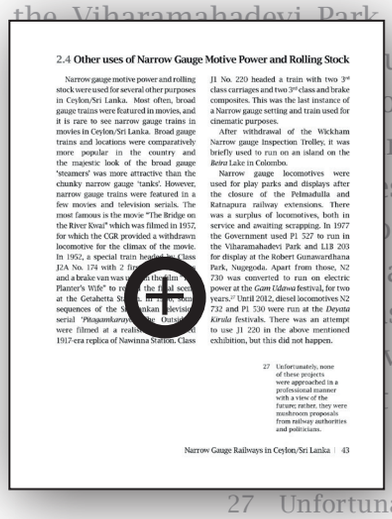
7	2'-6"	4wDH	Ruhr	3847	1966	1

(Darvil 2013: 483)

the majestic look of the broad gauge 'steamers' was more attractive than the chunky narrow gauge 'tanks'. However, narrow gauge trains were featured in a few movies and television serials. The most famous is the movie "The Bridge on the River Kwai" which was filmed in 1957, for which the CGR provided a withdrawn locomotive for the climax of the movie. In 1952, a special train headed by Class J2A No. 174 with 2 first class carriages and a brake van was used in the film "The Planter's Wife" to record the final scene at the Getahetta Station. In 1994, some sequences of the Sri Lankan television serial *'Pitagamkarayo'* (The Outsiders) were filmed at a realistically recreated 1917-era replica of Nawinna Station. Class

Beira Lake in Colombo.

Narrow gauge locomotives were used for play parks and displays after the closure of the Pelmadulla and Ratnapura railway extensions. There was a surplus of locomotives, both in service and awaiting scrapping. In 1977 the Government used P1 527 to run in the Viharamahadevi Park and L1B 203 for display at the Robert Gunawardhana Park, Nuggoda. Apart from those, N2 730 was converted to run on electric power at the *Gam Udawa* festival, for two years.[27] Until 2012, diesel locomotives N2 732 and P1 530 were run at the *Deyata Kirula* festivals. There was an attempt to use J1 220 in the above mentioned exhibition, but this did not happen.



2.4 Other uses of Narrow Gauge Motive Power and Rolling Stock

Narrow gauge motive power and rolling stock were used for several other purposes in Ceylon/Sri Lanka. Most often, broad gauge trains were featured in movies, and it is rare to see narrow gauge trains in movies in Ceylon/Sri Lanka. Broad gauge trains and locations were comparatively more popular in the country and the majestic look of the broad gauge 'steamers' was more attractive than the chunky narrow gauge 'tanks'. However, narrow gauge trains were featured in a few movies and television serials. The most famous is the movie "The Bridge on the River Kwai" which was filmed in 1957, for which the CGR provided a withdrawn locomotive for the climax of the movie. In 1952, a special train headed by Class J2A No. 174 with 2 first class carriages and a brake van was used in the film "The Planter's Wife" to record the final scene at the Getahetta Station. In 1994, some sequences of the Sri Lankan television serial *'Pitagamkarayo'* (The Outsiders) were filmed at a realistically recreated 1917-era replica of Nawinna Station. Class J1 No. 220 headed a train with two 3rd class carriages and two 3rd class and brake composites. This was the last instance of a Narrow gauge setting and train used for cinematic purposes.

After withdrawal of the Wickham Narrow gauge Inspection Trolley, it was briefly used to run on an island on the *Beira* Lake in Colombo.

Narrow gauge locomotives were used for play parks and displays after the closure of the Pelmadulla and Ratnapura railway extensions. There was a surplus of locomotives, both in service and awaiting scrapping. In 1977 the Government used P1 527 to run in the Viharamahadevi Park and L1B 203 for display at the Robert Gunawardhana Park, Nuggoda. Apart from those, N2 730 was converted to run on electric power at the *Gam Udawa* festival, for two years.[27] Until 2012, diesel locomotives N2 732 and P1 530 were run at the *Deyata Kirula* festivals. There was an attempt to use J1 220 in the above mentioned exhibition, but this did not happen.

27 Unfortunately, none of these projects were approached in a professional manner with a view of the future; rather, they were mushroom proposals from railway authorities and politicians.

Narrow Gauge Railways in Ceylon/Sri Lanka | 43

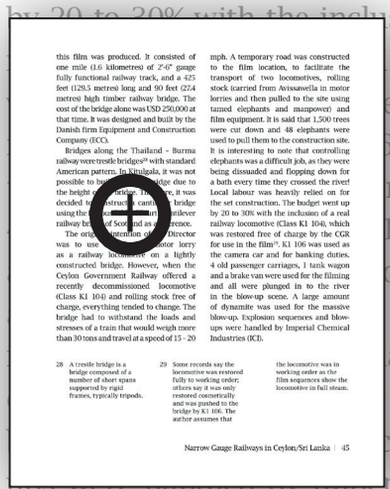
27 Unfortunately, none of these projects were approached in a professional manner

Company (ECC).

Bridges along the Thailand – Burma railway were trestle bridges[28] with standard American pattern. In Kitulgala, it was not possible to build a trestle bridge due to the height of the bridge. Therefore, it was decided to construct a cantilever bridge using the famous Firth of Fourth cantilever railway bridge of Scotland as a reference.

The original intention of the Director was to use a makeshift motor lorry as a railway locomotive on a lightly constructed bridge. However, when the Ceylon Government Railway offered a recently decommissioned locomotive (Class K1 104) and rolling stock free of charge, everything tended to change. The bridge had to withstand the loads and stresses of a train that would weigh more than 30 tons and travel at a speed of 15 – 20

used to pull them to the construction site. It is interesting to note that controlling elephants was a difficult job, as they were being dissuaded and flopping down for a bath every time they crossed the river! Local labour was heavily relied on for the set construction. The budget went up by 20 to 30% with the inclusion of a real railway locomotive (Class K1 104), which was restored free of charge by the CGR for use in the film[29]. K1 106 was used as the camera car and for banking duties. 4 old passenger carriages, 1 tank wagon and a brake van were used for the filming and all were plunged in to the river in the blow-up scene. A large amount of dynamite was used for the massive blow-up. Explosion sequences and blow-ups were handled by Imperial Chemical Industries (ICI).



this film was produced. It consisted of one mile (1.6 kilometres) of 2'-6" gauge fully functional railway track, and a 425 feet (129.5 metres) long and 90 feet (27.4 metres) high timber railway bridge. The cost of the bridge alone was USD 250,000 at that time. It was designed and built by the Danish firm Equipment and Construction Company (ECC).

Bridges along the Thailand - Burma railway were trestle bridges[28] with standard American pattern. In Kitulgala, it was not possible to build a trestle bridge due to the height of the bridge. Therefore, it was decided to construct a cantilever bridge using the famous Firth of Fourth cantilever railway bridge of Scotland as a reference.

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28 A trestle bridge is a bridge composed of a number of short spans supported by rigid frames, typically tripods.

29 Some records say the locomotive was restored fully to working order; others say it was only restored cosmetically and was pushed to the bridge by K1 106. The author assumes that the locomotive was in working order as the film sequences show the locomotive in full steam.

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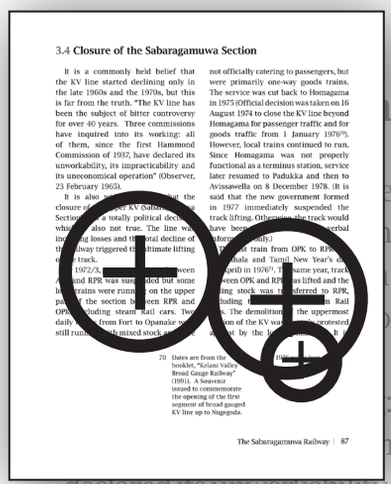

3.4 **Closure of the Sabaragamuwa Section**

It is a commonly held belief that the KV line started declining only in the late 1960s and the 1970s, but this is far from the truth. "The KV line has been the subject of bitter controversy for over 40 years. Three commissions have inquired into its working: all of them, since the first Hammond Commission of 1937, have declared its unworkability, its impracticability and its uneconomical operation" (Observer, 23 February 1965).

It is also [illegible] the closure [illegible] KV (Sabara[illegible] Section) [illegible] a totally political decision, which [illegible] also not true. The line was incurring losses and the total decline of the railway triggered the ultimate lifting of the track.

From 1 September 1971 onwards, passenger, parcel and mail services between HMA and OPK were suspended [illegible] between OPK and RPR [illegible] but some local trains were running on the upper part of the section between RPR and OPK, including steam Rail cars. Two daily trains from Fort to Opanake were still running with mixed stock and were not officially catering to passengers, but were primarily one-way goods trains. The service was cut back to Homagama in 1975 (Official decision was taken on 16 August 1974 to close the KV line beyond Homagama for passenger traffic and for goods traffic from 1 January 1976[70]). However, local trains continued to run. Since Homagama was not properly functional as a terminus station, service later resumed to Padukka and then to Avissawella on 8 December 1978. (It is said that the new government formed in 1977 immediately suspended the track lifting. Otherwise, the track would have been totally dismantled; verbal information only.)

70 Dates are from the booklet, "Kelani Valley Broad Gauge Railway" (1991). A Souvenir issued to commemorate the opening of the first segment of broad gauged KV line up to Nugegoda.

The Sabaragamuwa Railway | 87

[illegible]e Sabaragamuwa Section

[illegible]elief that the KV line [illegible]e late 1960s and the [illegible] the truth. "The KV [illegible]f bitter controversy [illegible] commissions have [illegible]: all of them, since [illegible]mission of 1937, have declared its unworkability, its impracticability and its uneconomical operation" (Observer, 23 February 1965).

It is also widely believed that the closure of the upper KV (Sabaragamuwa Section) was a totally political decision, which is also not true. The line was incurring losses and the total decline of the railway triggered the ultimate lifting of the track.

From 1 September 1971 onwards, passenger, parcel and mail services between HMA and OPK were suspended but some local trains were running on the upper part of the section between RPR and OPK, including steam Rail cars. Two daily trains from Fort to Opanake were still running with mixed stock and were not officially catering to passengers, but were primarily one-way goods trains.

The last scheduled train from OPK to RPR ran on Sinhala and Tamil New Year's Day (14 April) in 1975[71] and the section between Homagama and Opanake was closed on 15 April 1975. The same year, motive power and rolling stock were transferred to RPR, including the three Class V2 steam Rail cars. The track between OPK and RPR was lifted in 1976. The demolition of the uppermost section of the KV was strongly protested by the local community. It is

71 Occasional baby trains and Rail cars kept on running up to early 1976.

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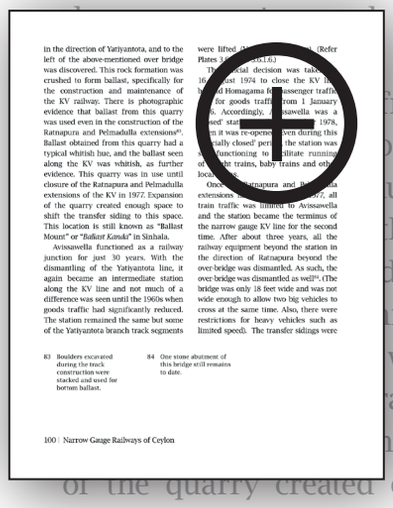

in the direction of Yatiyantota, and to the left of the above-mentioned over bridge was discovered. This rock formation was crushed to form ballast, specifically for the construction and maintenance of the KV railway. There is photographic evidence that ballast from this quarry was used even in the construction of the Ratnapura and Pelmadulla extensions[83]. Ballast obtained from this quarry had a typical whitish hue, and the ballast seen along the KV was whitish, as further evidence. This quarry was in use until closure of the Ratnapura and Pelmadulla extensions of the KV in 1977. Expansion of the quarry created enough space to shift the transfer siding to this space. This location is still known as "Ballast Mount" or "Ballast Kanda" in Sinhala.

Avissawella functioned as a railway junction for just 30 years. With the dismantling of the Yatiyantota line, it again became an intermediate station along the KV line and not much of a difference was seen until the 1960s when goods traffic had significantly reduced. The station remained the same but some of the Yatiyantota branch track segments were lifted (Verbal information). (Refer Plates 3.6.1.3 to 3.6.1.6.)

The official decision was taken on 16 August 1974 to close the KV line beyond Homagama for passenger traffic from 1 January 1975 and for goods traffic from 1 January 1976. Accordingly, Avissawella was a 'closed' station until 8 December 1978, when it was re-opened. Even during this 'officially closed' period, the station was still functioning to facilitate running of freight trains, baby trains and other local trains.

Once the Ratnapura and Pelmadulla extensions had been lifted by 1977, all train traffic was limited to Avissawella and the station became the terminus of the narrow gauge KV line for the second

83 Boulders excavated during the track construction were stacked and used for bottom ballast.

84 One stone abutment of this bridge still remains to date.

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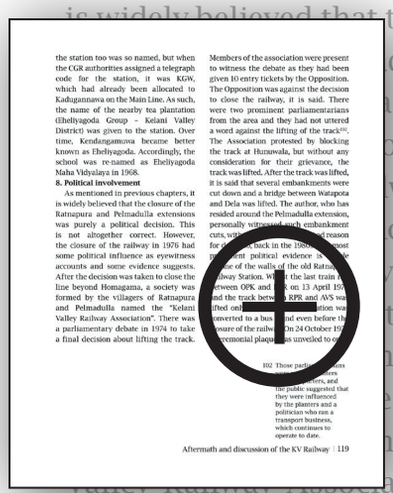

the station too was so named, but when the CGR authorities assigned a telegraph code for the station, it was KGW, which had already been allocated to Kadugannawa on the Main Line. As such, the name of the nearby tea plantation (Eheliyagoda Group – Kelani Valley District) was given to the station. Over time, Kendagamuwa became better known as Eheliyagoda. Accordingly, the school was re-named as Eheliyagoda Maha Vidyalaya in 1968.

8. Political involvement

As mentioned in previous chapters, it is widely believed that the closure of the Ratnapura and Pelmadulla extensions was purely a political decision. This is not altogether correct. However, the closure of the railway in 1976 had some political influence as eyewitness accounts and some evidence suggests. After the decision was taken to close the line beyond Homagama, a society was formed by the villagers of Ratnapura and Pelmadulla named the "Kelani Valley Railway Association". There was a parliamentary debate in 1974 to take a final decision about lifting the track.

Members of the association were present to witness the debate as they had been given 10 entry tickets by the Opposition. The Opposition was against the decision to close the railway, it is said. There were two prominent parliamentarians from the area and they had not uttered a word against the lifting of the track[85]. The Association protested by blocking the track at Hunuwala, but without any consideration for their grievance, the track was lifted. After the track was lifted, it is said that several embankments were cut down and a bridge between Watapota and Dela was lifted. The author, who has resided around the Pelmadulla extension, personally witnessed such embankment cuts, without there being any good reason for doing so, back in the 1980s. The most prominent political evidence is visible on one of the walls of the old Ratnapura Railway Station. Whilst the last train ran between OPK and RPR on 13 April 1975 and the track between RPR and AVS was lifted only in late 1977, RPR Station was converted to a bus stand even before the closure of the railway. On 24 October 1976 a ceremonial plaque was unveiled to open

102 Those parliamentarians were neither planters nor transporters, and the public suggested that they were influenced by the planters and a politician who ran a transport business, which continues to operate to date.

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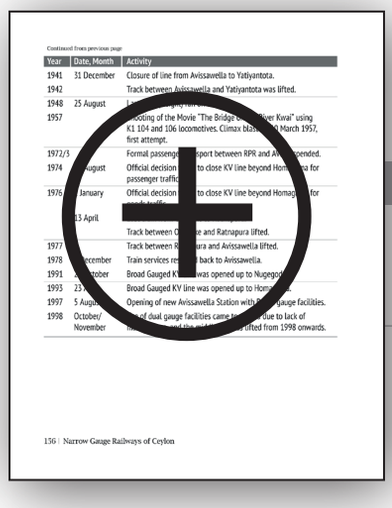

Continued from previous page

Year	Date, Month	Activity
1941	31 December	Closure of line from Avissawella to Yatiyantota.
1942		Track between Avissawella and Yatiyantota was lifted.
1948	25 August	[redacted]
1957		Shooting of the Movie "The Bridge on the River Kwai" using K1 104 and 106 locomotives. Climax blast on 10 March 1957, first attempt.
1972/3		Formal passenger, parcel and mail services between RPR and AVI suspended.
1974	August	Official decision was taken to close KV line beyond Homagama for passenger traffic from 1 January 1975 and for goods traffic from 1 January 1976.
1976	January	Official decision was taken to close KV line beyond Homagama for goods traffic
	13 April	[redacted]
		Track between Opanake and Ratnapura lifted.
1977		Track between Ratnapura and Avissawella lifted.
1978	December	Train services resumed back to Avissawella.
1991	October	Broad Gauged KV line was opened up to Nugegoda.
1993	23 April	Broad Gauged KV line was opened up to Homagama.
1997	5 August	Opening of new Avissawella Station with Broad gauge facilities.
1998	October/ November	Use of dual gauge facilities came to an end due to lack of maintenance, and the middle rail was lifted from 1998 onwards.

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Year	Date, Month	Activity
1941	31 December	Closure of line from Avissawella to Yatiyantota.
1942		Track between Avissawella and Yatiyantota was lifted.
1948	25 August	Last train (freight) ran on UPR.
1957		Shooting of the Movie "The Bridge on the River Kwai" using K1 104 and 106 locomotives. Climax blast on 10 March 1957, first attempt.
1971	1 September	Formal passenger, parcel and mail services between HMA and OPK suspended.
1974	16 August	A Cabinet decision was taken to close the KV beyond Homagama for passenger traffic from 1 January 1975 and for goods traffic from 1 January 1976.
1975	14 April	Last scheduled train from OPK to RPR.
	15 April	Section between Homagama and Opanake was closed.
1976		Track between Opanake and Ratnapura lifted.
1977		Track between Ratnapura and Avissawella lifted.
1978	8 December	Train services resumed back to Avissawella.
1991	25 October	Broad Gauged KV line was opened up to Nugegoda.
1993	23 April	Broad Gauged KV line was opened up to Homagama.
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Narrow Gauge Railways of Ceylon

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