

RAILWAYS
OF
SRI LANKA

Supplement

PART II – ILLUSTRATIONS

DAVID HYATT

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www.rasikawick.lk

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Dedication

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

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

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



SUPPLEMENT

to

RAILWAYS OF SRI LANKA

Part II - Illustrations

Introduction

Part II of the Supplement contains various illustrations and photographs. There are other sites available which provide attractive pictures both of Sri Lanka and of railway artefacts in Sri Lanka and like many other enthusiasts the author has a large collection of photographs of this type. However, while a few of the pictures here are of this type, most have been chosen not for their aesthetics but because they complement or update information in the book *Railways of Sri Lanka*. They have been kindly made available from a number of collections – some were in fact supplied for publication in *RSL* but had to be omitted for lack of space – and some have been taken or collected specifically since then.

Many of the images are copyright and are presented here at a resolution suitable only for screen display (96 dpi). This is done both to economise on file size and also to protect copyright owners from having their pictures reproduced in print without their permission. In most cases, higher resolution scans suitable for printing or incorporating into publications are available subject to permission being obtained from the copyright owner. The author can usually provide contact information in any particular case. The author is very grateful to the copyright owners for making these pictures available at no cost. The author offers sincere apologies if any copyrights have not been acknowledged or have been inadvertently infringed and if made aware of any such problems will be pleased to make suitable amendments in this Supplement.

Acknowledgements are given in the caption accompanying each picture. The following abbreviations are used:

- *DH*: photographs taken by the author
- *JP*: photographs taken by John Polley
- *LAN*: photographs taken by Dr L.A. Nixon
- *RAHP*: photographs taken by Richard Pelham
- *SLR*: photographs supplied by the Sri Lankan Railway

There is a rough order in the presentation of images (narrow gauge followed by broad gauge in line order) but this has not been rigorously followed as it has sometimes been necessary to fit pictures into available spaces to minimise the size of this supplement.

There are a number of sites on the Internet which have old pictures of Ceylon including some railway photographs. Of particular interest is the site www.imagesofceylon.com which is owned by Palinda de Silva. Palinda has a special interest in collecting old postcards and albumens and one section of the site is a very valuable collection of railway pictures.

FACING PAGE: THE APPROACH TO MARADANA FROM THE NORTH EAST. This impressive view was taken for publication in *Rail 2000* from the then new radio tower. The remnants of the narrow gauge system can be seen on the right and railway installations at Malligawatte and Dematagoda lie just around the curve in the distance

[From *Rail 2000*, SLR]



LEFT: N2 AT COLOMBO FORT No. 731 brings in coaches from Maradana for the 16:55 Fort to Avissawella. This was timetabled as an empty stock working but seems to have plenty of custom!

[DH, 16 Aug 1988]

BELOW: TRANSFER SIDING (TFS)

From close to the KV goods shed on the down side of the line between Maradana and Colombo Fort, a narrow gauge line crossed the broad gauge lines on the level to reach an exchange siding on the Colombo Yard (up) side of the line. The narrow gauge crossing was removed around 1986 when a third broad gauge track was added. This is the only known photograph of this crossing and is extracted from the background of a photograph taken in 1973. The TFS signal cabin seen in the picture still exists (although no longer used as such) and a cement plant now occupies the site of the TFS itself. The semaphore signal which is 'off' has the letters 'KV' written on it and (together with its equivalent in the opposite direction) probably refers to through running on the single-track KV running line – the rightmost narrow-gauge

track. To avoid trapping a locomotive in the TFS, wagons were probably propelled across into the siding and there may have been a signal mounted on top of the high post to allow the driver pushing from the end of a train to see the signal from a distance.

[Les Nixon, Mar 1973]



MARADANA KV

After doubling of the narrow-gauge track between Maradana and Loco Junction in 1933, Maradana had three narrow gauge platforms. These have gradually been converted until nothing is now left of the narrow gauge.

The three platforms are all just visible in the photograph on the right. Platform 8 (present numbering), the right hand side of the left-hand island platform at which an S8 unit stands, was converted to broad gauge in 1957. The right-hand island had two narrow gauge platforms (9 and 10) until the first part of the KV Line was dual gauged in 1991 when platform number 9 became broad gauge.



The photograph on the left shows a train headed by class N1 number 566 at platform 9 in 1983 when it was still narrow gauge.

With dual gauging, platform 10 remained narrow gauge – essentially this was used for the transit of narrow gauge trains operating on the outer, non-dual-gauged part of the line to or from their Colombo depot and for occasional special trains. After dual gauging was complete in 1997, use of platform 10 was minimal and by mid 2002 the track had been removed (right) along with some other parts of the third rail in the Colombo area



[I/ III: DH, 27 Apl 2004, II: J P, Dec 1983]

MARADANA KV (continued) The KV sidings and signal cabin at Maradana.
[DH, 16 Aug 1988]



DEMOLITION TRAIN ON KV LINE This picture shows P1 locomotive number 527 at the head of a demolition train between Avissawella and Ratnapura in July 1977
[Ian Turner, Jul 1977]

AVISSAWELLA SHED with Class N2 locomotive number 732 waiting overnight to head the morning train to Colombo. Note the narrow gauge oil tank wagon for refuelling locomotives at Avissawella.
[DH, 19 Aug 1990]

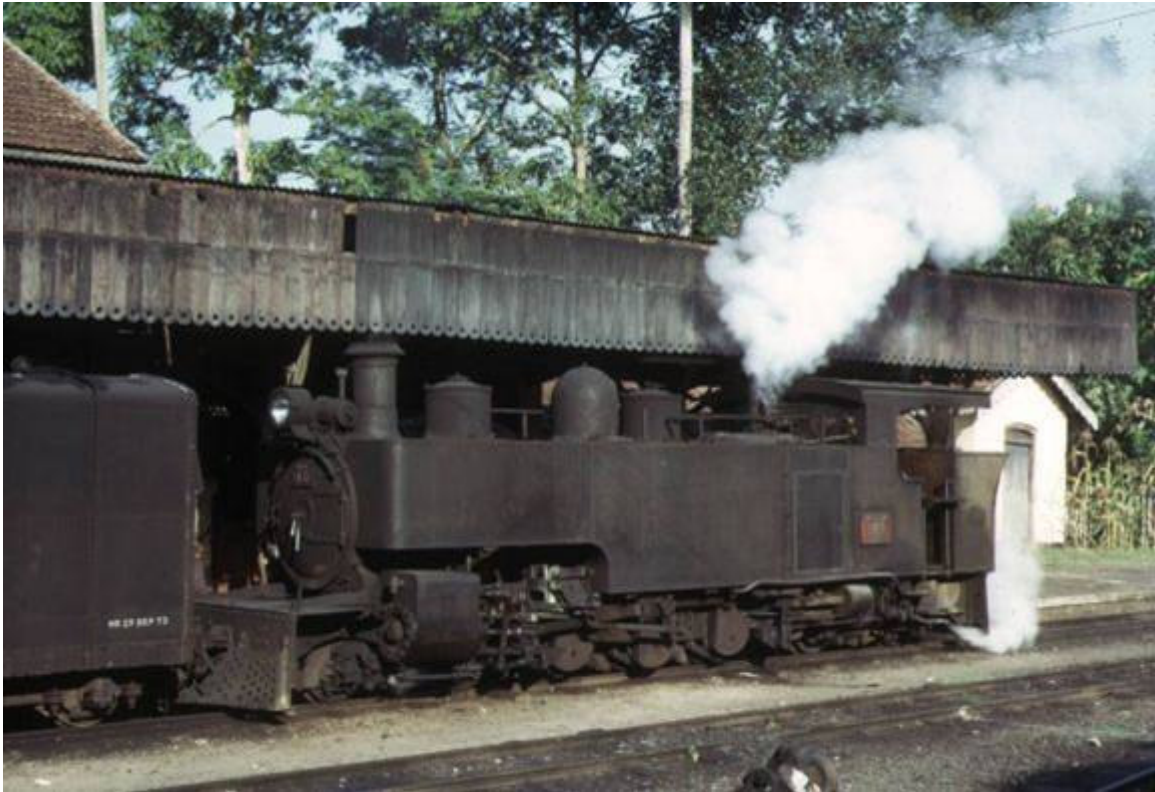


SITAWAKA BRIDGE There are many remains to be seen along the course of the dismantled narrow gauge lines. This bridge at Sitawaka used to carry the Yatiyantota branch over the Kelani River and is now used by a local road.
[DH, 2 May 2004]



OIL-FIRED J1^A NEAR KURUWITA Both these photographs show No. 264 hauling freight trains near Kuruwita. In the photograph above, taken in 1973, No. 264 had just been converted to oil firing and carries a Sinhalese inscription which translates as: *According to a recommendation by employees of the locomotive division [abbreviations of a division], converted to oil by railway employees at Dematagoda Workshop No. 1.* [LAN, Nov 1973 and Mar 1974]



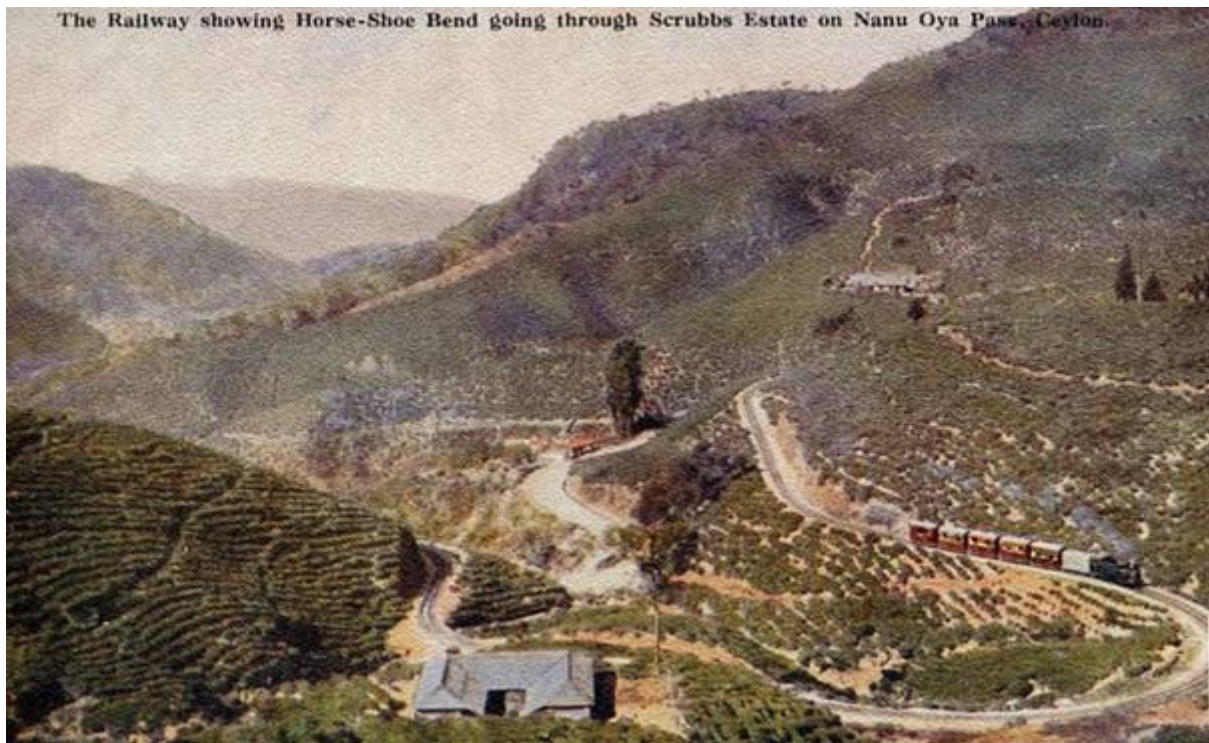


RATNAPURA Above: J2^B number 161 heading a KV Line train at Ratnapura. Below: The station buildings and yard area still exist but as Ratnapura bus station. [Above: LAN, 16 Mar 1974, Below: DH, 15 Nov 2006]





B8 ON THE KV LINE Preserved B8, No. 240, hauling a special train on a dual gauge section of the KV Line. The date is not specified but is in the early to mid 1990s. [JF Tours and Travels (Ceylon) Ltd]



L1 LOCOMOTIVE ON A TRAIN AT HORSESHOE BEND ON THE UPR ABOVE NANU OYA An old postcard from the early part of the 20th century showing a typical UPR train at the Horseshoe bend in the Scrubbs Estate. [John Polley Collection]



L1 WITH PASSENGER TRAIN ON UPR No details are known about this photograph and the locomotive number is unreadable even with enhancement. The length of the train suggests that the picture was probably taken between Nanu Oya and Nuwara Eliya as UPR trains were frequently strengthened on this section. The coaches visible are third, third, second + third composite, first and, just coming round the corner, probably one of the bogie coaches. [Richard Pelham Collection]



THE UPR IN 1935 (4 PICTURES) Four photographs were taken by a lady on holiday in Ceylon in February and March 1935. They are only of modest quality but photographs of trains on this line are rare and thus they are of considerable interest. The locomotive in picture 1 (above) is No. 120 and the same locomotive may be in pictures 2 and 3 (next page). All the pictures are believed to have been taken at Nuwara Eliya. [Mrs G.M. Hardy, Feb/Mar 1935, now in L.A. Nixon Collection]



THE UPR IN 1935 (continued) Details of the photographs above and to the left are given on the previous page.

The locomotive in the fourth photograph (right) is the UPR Garratt (later Class H1) number 293. This is a rare picture because it shows 293 in a normal work situation – all other pictures seen to date of this locomotive are builder's photographs apart from two photographs in the Kelland Collection showing the locomotive after an accident.

[Mrs G.M. Hardy,
Feb/Mar 1935]





LEFT: COLOMBO TERMINUS Although pictures of this have been included in *RSL*, this photograph gives a good idea of the present state of the Terminus station (now the Railway Stores) and clearly shows one of the two old turrets of the original station.

[JP, 8 Sep 2001]

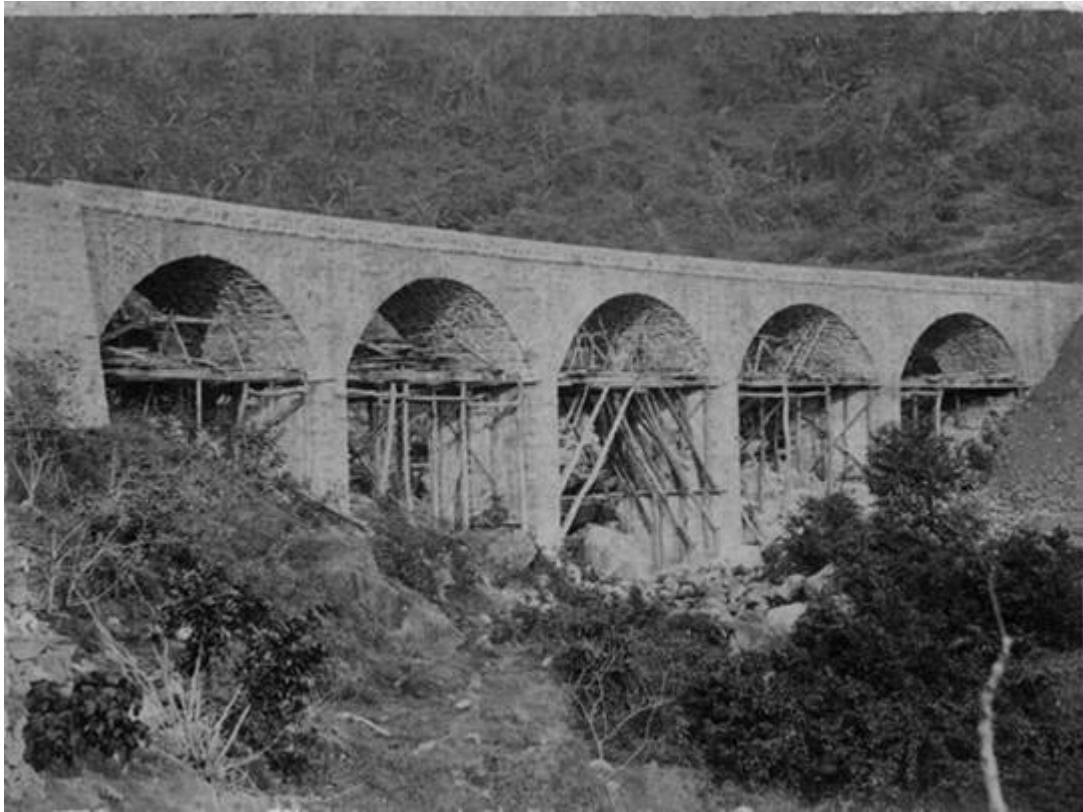


ABOVE & BELOW: COLOMBO FORT PROBABLY IN THE 1950s OR 60s The photograph above shows the east end of the station with an unidentified B2 or B3 class locomotive about to move off towards Maradana. Notice the roadway between the broad gauge platform number 7 and the narrow gauge lines on the right hand side. This roadway was replaced in 1975/6 by two new broad gauge platforms, the present numbers 8 and 9. Note also that the station name board has the old EST format. The photograph below shows Fort station from the west where the line crosses the canal linking the Beira Lake to the harbour.

Both these photographs have been restored from heavily damaged originals in the SLMRC Collection.

[SLMRC Collection, processed by DH]





ALLAGALLA VIADUCT UNDER CONSTRUCTION This was an early attempt to produce a reasonable picture by digital manipulation of a very faded image in the collection of the Sri Lanka Model Railroad Club. Trains no longer use Allagalla viaduct which was replaced by tunnel number 5A and it is difficult to find – see pages 21 and 34 in *RSL*. [SLMRC Collection, processed by DH]



EARLY LOCOMOTIVE ON THE KADUGANNAWA INCLINE This must be one of the Fowler 0-6-0 tender freight engines of Class F as these had outside cylinders but it seems small and primitive for one of these. However the only other outside-cylinder engines in the early days were the Stephenson 0-4-0ST shunting engines but they were saddle tanks! [Restored by DH from a photograph in the Frederick Mendis Collection]



FREIGHT TRAIN AT LION ROCK ON THE KADUGANNAWA INCLINE A scan of an old postcard. The locomotive appears to be a Fowler Class F 0-6-0 freight locomotive (c.f. Plate 42 in *RSL*). As these locomotives were withdrawn in 1912 and 1914, this picture must date from the early 20th Century at the latest.

[John Polley Collection]



NOA (CLASS B6) LOCOMOTIVE WITH FREIGHT TRAIN ON KADUGANNAWA INCLINE This picture dates from 1887 and was used in a newspaper article of the period.

[Richard Pelham Collection]



B1 LOCOMOTIVE 262 KING GEORGE VI ON THE KADUGANNAWA INCLINE Impressive views of this locomotive passing immediately underneath Lion Rock (above) and at Sensation Rock (below). The date is unknown but probably in the 1950s or 60s. [SLMRC Collection, processed by DH]





LEFT: BIG-BANK LOCOMOTIVE ON THE INCLINE Big-Bank (later Class A1) locomotive number (R) 41 descending the Kadugannawa Incline. This picture must have been taken soon after the arrival of this locomotive in June 1914 as a replacement for the old Class F locomotive number O/41 because it is carrying the letter R in front of its number on the buffer beam. This would have been removed once the old locomotive number 41 was scrapped.

[Author's Collection]

BELOW & NEXT PAGE: C1A PROVING TRIALS (1946) (3 PICTURES) These are three of four pictures of the C1A proving trials. The fourth picture forms plate 54A in *RSL*. Locations of these three pictures are not certain but the first may be at Nawalapitiya (before the station was rebuilt), the second at Galboda and the third (next page) again at Nawalapitiya.

[Richard Pelham Collection]





C1A PROVING TRIALS (1946) (continued) For details of these photographs please see previous page.





NEW CURVE AT ROZELLE At Rozelle there is an S-shaped double curve originally built at a radius of 5 chains. After a landslide in 1967 part of this had to be reconstructed at $4\frac{1}{2}$ chains radius and a permanent 5-mph speed limit imposed. In 1999, a major new earthwork was built easing out the curve to $5\frac{1}{2}$ chains radius. In the top picture, work can be seen in process on the day on which the new curve was brought into use – the old track can be seen very close to the hillside with people walking on it. The two lower pictures show the first train (the Badulla to Kandy through train) to run on the new track with the then Chief Engineer, Priyal de Silva, leading the way. As part of the same project, track layout at Rozelle station itself was also improved to allow direct entry to the loop from the Colombo direction.

[DH, 23 Oct 1999]



VICEROY SPECIAL AT WATAWALA Nos 340 (B1^D) *Fred(e)rick North* and 213 (B2^B) double head the Viceroy Special at Watawala on the Up-Country Line. This photograph was supplied courtesy JF Tours and Travels (Ceylon) Ltd, operators of the Viceroy Special, but the date is not specified. However it is probably in the early 1990s. [JF Tours and Travels (Ceylon) Ltd]



M7 AT UKUWELA M7, No. 808, heads the 10:05 Kandy to Matale at Ukuwela in 1998. Although designated as “goods” this train also had plenty of 3rd class accommodation. [DH, 27 Aug 1998]



M5 ON PODI MENIKE AT TALAWAKELE M5 locomotive No. 775 brings the Colombo-bound Podi Menike into Talawakele. Here road, railway and river (Kotmale Oya) run together. The Talawakele/St Clair area will change markedly with the construction of the Upper Kotmale reservoir. [DH, 29 Aug 1990]



TWO PICTURES FROM THE 1940s or 1950s Mr David Ruston sent me five scans of pictures taken by his father, the late Mr T.A.M. Ruston, Locomotive Foreman at Ratmalana in the 1940s and 1950s, two of which are shown here. Above, an unidentified Bayer-Garratt (C1A) is hauling a mixed train possibly just beyond Hatton and, on the next page, B2^A number 3 is halted at a water tower but the location is not known. [T.A.M. Ruston, date unknown]



[For details of the above photograph please see previous page]



SUMMIT TEMPLE ENTRANCE As mentioned in *RSL*, two temples, one Buddhist and one Hindu, exist on the top of a cutting at the approach to the Summit Tunnel at Pattipola on the Main Line. One of the concrete arches used to reinforce the tunnel when it was repaired in 1981 was used as an entrance gateway to the path leading up to the temples.

[DH, 11 Jul 1998]



DEMODERA LOOP The only picture known to me of the *complete* Demodera Loop is that in plate 16 of my book. This picture is almost as complete, taken under much better conditions, and shows *Podi Menike* headed by an unidentified M6 locomotive travelling towards Badulla.

[DH, 2 Feb 2006]



OPENING OF THE KURUNEGALA LINE

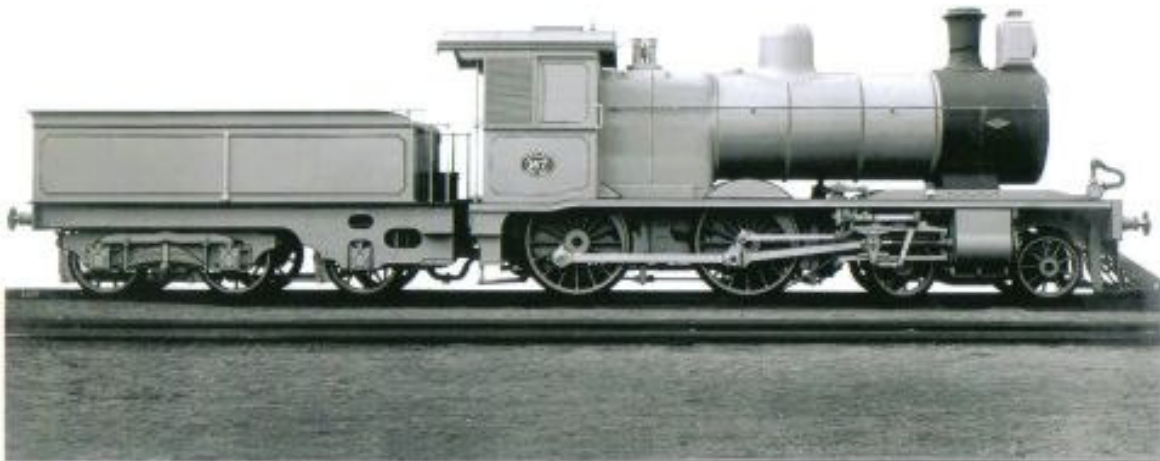
The opening of the line from Polgahawela to Kurunegala (Feb 14, 1894) is celebrated in this postcard from the Palinda de Silva Collection showing a suitably decorated large-wheeled ML locomotive number 66 at Kurunegala.

[Palinda de Silva Collection]



TALAIMANNAR PIER A view of Talaimannar Pier from a distance showing both a train on the pier and the ferry to India. The date is unknown but probably in the 1950s. At that time at least one G2 locomotive was used at Talaimannar to move trains between Talaimannar Town and Talaimannar Pier.

[SLMRC Collection, processed by DH]



MANNAR CLASS LOCOMOTIVE No. 157 This is a North British works photograph of one of the locomotives built for the opening of the Talaimannar Line. It was put into service in 1912 but apparently never had superheating added and was in Class F2^A at the time it was condemned in 1949. [George Perera Collection]



NEWLY LAID SLEEPERS AT VALAICHCHENAI (2002) With the coming of peace talks and the implementation of a cease-fire, the Batticaloa Line was reopened from Polonnaruwa to Valaichchenai. However, shortage of material meant that the sleepers were spaced with large separation from Welikande to Valaichchenai and the rail only secured directly to the sleepers by bolts without the use of clips, etc. Since this photograph was taken the BCO line has been re-opened right through to Batticaloa. [DH, 26 Jul 2002]



LARGE STONE PLUMBS TO STABILISE THE COAST LINE Erosion of the Coast Line has always been a serious problem and large stone plumbs were brought from a quarry at Ragama to stabilise the line. [Administration Reports, 1911]



RUHUNU KUMARI AT BAMBALAPITIYA This relatively recent picture of an Alstom M9 locomotive heading up Ruhunu Kumari through Bambalapitiya makes a very interesting comparison with that classic picture of an M1 doing the same thing in 1964 (plate 20A in *RSL*). Note the mist from the sea spray which accounts for the heavy corrosion experienced by both track and trains on the Coast Line. [George Pereira, 25 Oct 2003]



THE BREAKWATER LINE ALONG GALLE BUCK The Breakwater Line ran along the edge of what is now Olcott Mawatha, then on the south side of Lotus Road, across Queens Road (Janadhipathi Mawatha) and along what is now Marine Drive where this picture is taken. The high ground on the left is where the Ceylon Continental (the old Intercontinental) Hotel is now situated. Galle Face and the Galle Face Hotel can be seen in the background and the signal would be the one controlling the level crossing across Queen Street.

[Palinda de Silva Collection]



COAST LINE TRAIN (EARLY 20TH CENTURY) This is a scan of a postcard dating from the early 20th Century (although it must be later than 1912 because the line has been doubled). It shows a Coast Line suburban train with sun-shaded coaches headed by a CT class 4-4-0T tank engine and appears to be at taken at Bambalapitiya station but before coming of the proliferation of buildings on the land side.

[John Polley Collection]



GALLE – MATARA SECTION Above: Superb view of Class M1, No. 554, at Weligama heading towards Matara. Below: Alstom Class M9, No. 871, on the Matara to Kandy express at Ahangama.

[Above LAN, 1973/4; below DH, 3 May 2004]





S9 POWER SET IN COLOMBO YARD S9 power car 850 and trailer coaches at the servicing facility in Colombo Yard. [DH, 20 Jul 2002]



M5^C AT RATMALANA Four M5s have been rehabilitated with Caterpillar engines. The last of these, No. 771, was commissioned on 16 July 2002 and immediately hauled a special train from Ratmalana Works to Fort. [DH, 16 Jul 2002]



ABOVE: SUN SHADED COACH Old sun-shaded bogie coach, which now forms part of the Dematagoda Breakdown Train. [DH, 20 Jul 2002]

BELOW: TWO WORKS PHOTOGRAPHS On the left Class M1 No. 553 on multi-gauge tracks at the Brush works in Loughborough, England and, on the right, Class W2 No. 712 on a test train in East Germany (DDR), presumably at the VEB Lokomotivbau Karl Marx in Babelsberg.

[Left: SLMRC Collection, restored DH; right: John Polley Collection]





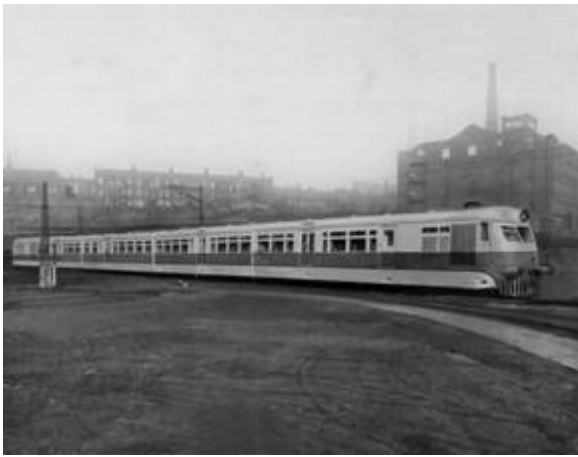
M2^c BO-BO, NUMBER 626 The General Motors G12 locomotives known in Sri Lanka as the M2 class are regarded as the most successful diesel locomotives on the SLR. Most (as the one shown in Plate 62B in *RSL*) have an A1A-A1A wheel arrangement but two with Bo-Bo wheel arrangements were obtained specifically for the Up-Country line with its sharp curvature – however their high axle loading precludes their use elsewhere. They are classified M2C. Here M2C number 626 *Montreal* arrives at Maradana with a down overnight express

[DH, 27 Apl 2004]

S1/T1 PHOTOGRAPHS FORMERLY IN THE ENGLISH ELECTRIC COLLECTION (Next page) The English Electric works photograph collection of the Diesel Electric S1 and T1 units is now in private hands. In addition to those taken in the UK they include several taken in Sri Lanka. Some are classic, known photographs (such as the one reproduced as plate 89 in *RSL*) but this set is of greatly superior quality to those generally circulating. Overleaf are low-resolution images of the UK ‘works photos’ in the collection all taken at Preston, Lancs. As with other pictures on this web site, please contact the owner (via the author) for permission to reproduce these pictures. Higher resolution scans may then also be available.

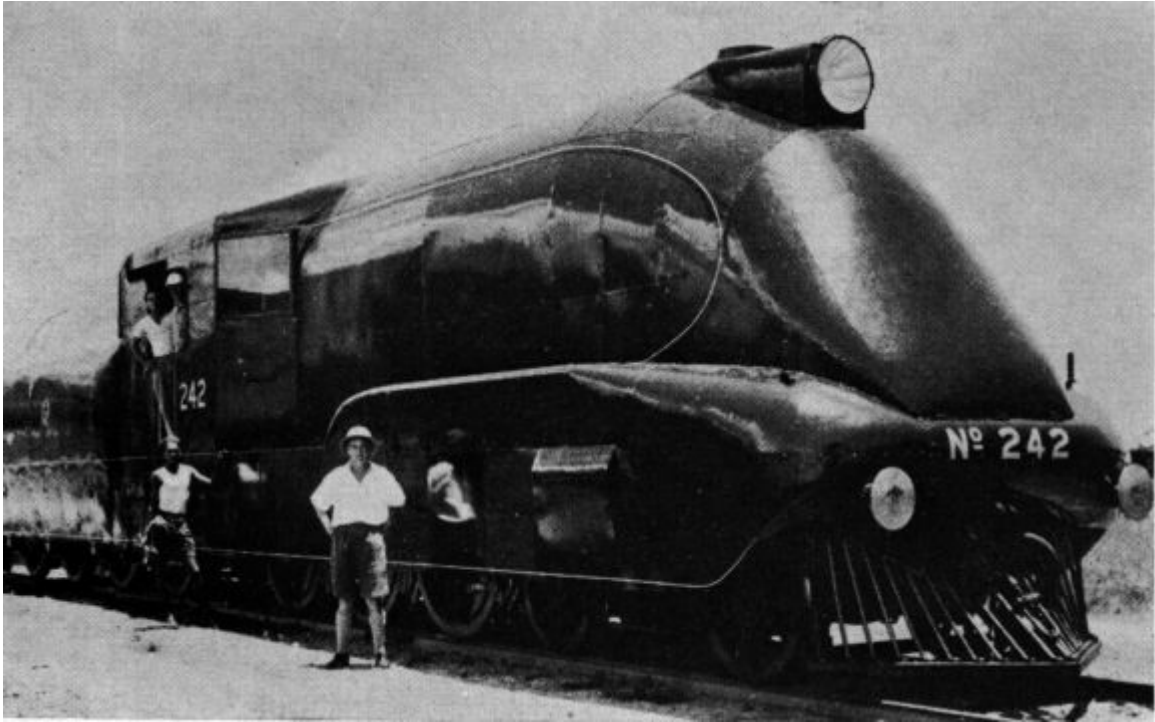
1. S1 unit at Preston with Wellfields Mill (now the site of a supermarket) in the background
2. S1 unit at Preston with St Mark’s Church (now converted to apartments) in the background
3. S1 number D1 (later 501) inside the EE works at Preston
4. Shell of S1 during construction
5. T1 under construction. This is a photograph which has circulated in Sri Lanka and is often said to have been taken at Maradana depot presumably because the destination blind reads ‘Maradana’ but as with the other photographs in this group it was taken at Preston.
6. T1 under construction
7. T1 assembly line at Preston

[Les Nixon Collection]



THE S1/T1 COLLECTION

- 1 2
- 3 4 **For description please see**
- 5 6 **previous page**
- 7



STREAMLINED LOCOMOTIVE NUMBER 242 SIR EDWARD PAGET Plate 88 in *RSL* is a drawing of the B1 locomotive No. 242 streamlined for a period in 1936/7. One of the known photographs of it is shown above. [Les Nixon Collection]



REDUNDANT, LOCALLY-BUILT MOTOR TROLLEYS Two redundant, locally-built motor trolleys 817 (front) and 816 (rear) were bought by the High Priest at the Gangararamaya Temple in Slave Island and are placed on the opposite side of the road to the main entrance to the temple. [DH, 5 Mar 2005]



LEFT: MINI-LOCO ML1 The present GM(T) and former CME, Mr P.P. Wijesekera, has for some time pursued the use of cheap, easily available bus engines as an alternative to conventional railway motive power. Mini-loco ML1 was an attempt to produce a low-cost locomotive suitable for hauling one or two coaches on Up Country gradients. It was built in 1999 as a prototype for an intended 30 locomotives of this type. Direct interest in this project has now waned and has been transferred to producing a number of fibre-glass-bodied 3-coach sets powered by two bus engines. This picture of ML1 was taken at Balana, probably in 1999 [SLR]

RIGHT and BELOW: CONVERTED BUSES

Another local project was the conversion of conventional buses to run on rail. Between 1995 and 2002, fourteen buses (RB1 to RB14 – the first two Tata and the rest Ashok-Leyland) were converted. Normally they work in pairs and from number 7 onwards they are vestibuled, that is, it is possible to walk between the two coaches. Right is shown one of the Tata buses at Lion Rock on the Kadugannawa Incline in 1996 and below are a pair of Ashok-Leyland buses at Puttalam in 2005.

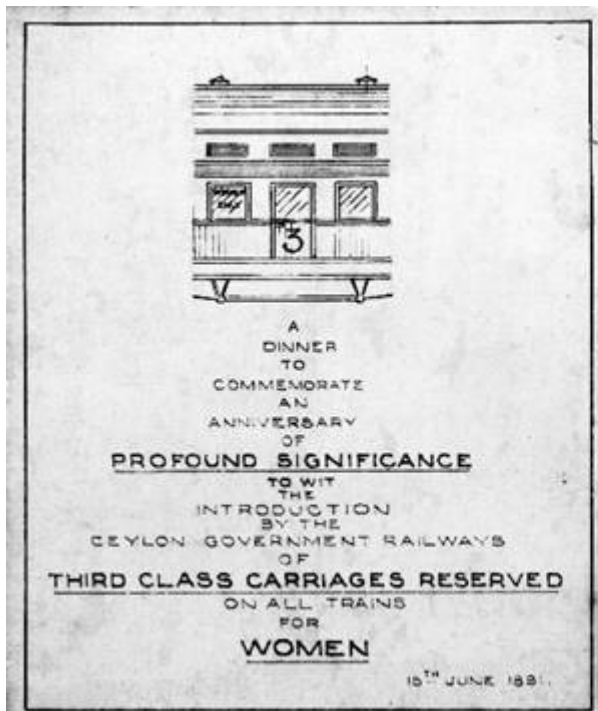
[Right: SLR in John Polley collection; below: DH 7 Mar 2005]





LEFT & BELOW: ROYAL COACH For a royal visit in 1981, a coach was built at short notice by Engineering Consultants, a firm set up by a former GMR (Technical), Mr P. Rajagopal. Some aspects of the coach are shown in these three pictures.

[John Polley Collection]



ABOVE: PAGES FROM THE MENU CARD FOR A CELEBRATION DINNER From 15 June 1891, it became obligatory for the CGR to provide a third class compartment for Ladies Only on all trains. A tongue-in-cheek Celebration Dinner was held, reputedly during the period when J.E.S. Bodger was GMR. The most appropriate date would have been on the 50th anniversary in 1941 but J.E.S. Bodger was GMR only between 1945 and 1948 and so perhaps this dinner was on the 55th anniversary in 1946.

[J. Bodger Collection]

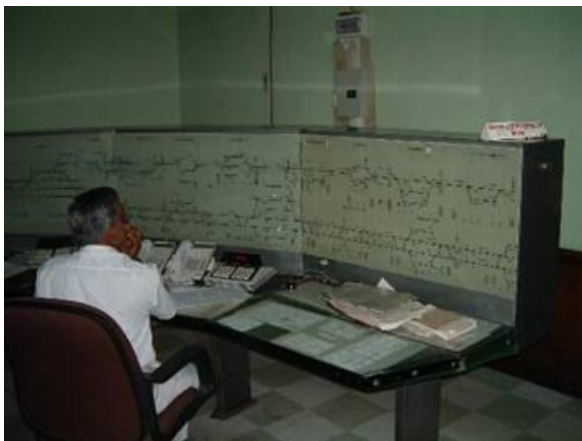


DUAL GAUGE TRAVERSER AT DEMATAGODA This links the roads in Shop 26 with a number of sidings both broad and narrow gauge and, although now operated electrically (below), was steam operated until about 1983 (above). Although at Dematagoda, Shop 26 is an outpost of the CME Department at Ratmalana.

[Above: Ian Turner, Jan 1978; below: DH, 20 Jul 2002]



CTC AREA SIGNALLING PANELS



The colour light area around Colombo is signalled from Maradana. The signalling panel is in two sections. The central black section of the panel (top), dating from the 1960s, controls the inner Colombo area (FOT, MDA and LJC). Signals are operated by a direct wire system and routes are set by use of toggles and buttons on the panel. The outer grey wings of the panel (above left) control areas further away from Colombo. Although the outer wings were also installed in the 1960s, their current configuration dates from 1982 when electronic CTC was introduced. Commands are given from a keyboard using hexadecimal codes and transferred in a multiplexed form using only a single pair of wires. Prior to that, areas outside the central zone were apparently

controlled from local panels at each station. These panels still exist and can be used when necessary. The photograph above right shows the local panel at Veyangoda. Interlocking is by relay logic. Although old, the relays are in excellent condition (bottom left).

[Centre right: DH, 27 Apl 2004; others: DH, 26 Apl 2004]

COAST LINE RESIGNALLING



Above & left: The local control panel at Galle (above left) which has replaced the now disused lever frame signal cabin (above right). When the software is finally fully commissioned, the three large VDUs (left) will have replaced the many lever frame signal boxes between Wadduwa and Galle.

Below left: Trial installation of axle counters at Ahangama. If successful these would avoid the need to inspect “Last Vehicle” boards on trains using the section between Galle and Matara which is track circuited only at the stations.

Below right: One of the new colour light signals but of greater interest is the speed board which shows the speed limit as 24 km h^{-1} using recommended scientific notation and avoiding the use of the solidus (/)!

[All pictures on this page DH, Apl/May 2004]



PHOTOGRAPHS OF HISTORIC TABLET AND SIGNALLING EQUIPMENT

Left: Tyer tablet equipment in Station Master's office at Polgahawela showing, on the left, the interlocking to the starting signal. [DH, 27 Apr 2004]

Right: Although this signal at Talawakele has already featured in *RSL*, it is of such an unusual nature that it warrants an extra photograph here. The interest is not that there is a distant arm (although these are unusual in Sri Lanka) but that this signal has extra sighting arms at right angles to the main signal. These can be read by the signalman and station master at the station from which the main arms, being side on, cannot be seen. [DH, 18 Mar 2005]



NEXT PAGE: TSUNAMI, DECEMBER 2004, AND RECOVERY

Top left: Site of one of the bridges destroyed between Katukurunda and Paiyagala North. [Priyal de Silva]

Top right: Train number 50 was destroyed at Telwatte, near Hikkaduwa. The train was carrying up to 1500 passengers but about 1000 people are said to have jumped aboard the train in an attempt to escape after the first wave hit. Washed away by a larger wave, the coaches rolled over up to 5 times and finished 150 m away from the railway line. The only one in which many people survived came to land on the roof of a house. [Priyal de Silva]

Middle-Upper left: Recovering locomotive No. 591 *Manitoba*. [Priyal de Silva]

Middle right: A temporary signal frame installed at Paiyagala South. [DH, 20 Mar 2005]

Middle-Lower left: Several of the bridges destroyed in the tsunami were small but at Pinwatte a larger temporary bridge on cribs carrying the up-line was washed away. Here it is being replaced by a permanent structure. [DH, 20 Mar 2005]

Bottom left: A section of line near Kosgoda rebuilt after the tsunami. [DH, 20 Mar 2005]

Bottom right: Damaged coaches which formed part of train number 50 at Telwatte were intended to form a static memorial to the people who died in this, the world's worst railway disaster. However these coaches have since been moved to Hikkaduwa and may finish up being restored to run again as a functioning memorial. [DH, 20 Mar 2005]





FAREWELL PHOTOGRAPHS The CGR was a way of life to families involved with it. The top photograph is at Tricomalee and shows the farewell to the late Mr N.A. Vaitialingam, CEW, on his retirement. Below is the farewell to Mr B.V. Ariaratnam, FPL Jaffna, on his transfer from Jaffna in 1959.

[Selvam Ariaratnam Collection]



COLOMBO PORT COMMISSION LOCOMOTIVES



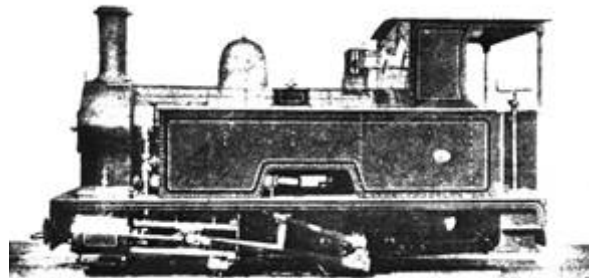
Above left: Hunslet saddle tank CPC number 6, built 1894, is the oldest locomotive in Sri Lanka. Here it is seen at work in the Port in 1974. [LAN, 18 Mar 1974]

Above right: 1937 Hunslet saddle tank number (R) 3 crossing from the Port to Chalmer's Graneries with the Khan Clock Tower on the left of the picture. [LAN, 18 Mar 1974]

Lower left: CPC locomotive (R) 2 was given a coat of paint to be exhibited at the Rail 2000 exhibition. It is now standing rather forlornly along with other old locomotives and stock outside the Running Shed at Dematagoda. [DH, 20 July 2002]

Lower right: CPC Andrew Barclay locomotive number 17. [LAN, Aug 1974]

0-4-0T (N) NARROW GAUGE LOCOMOTIVE This is a picture of a Bagnall 0-4-0T (N) narrow gauge locomotive illustrated in the *Locomotive* of September 1914 and said to be for the 'Ceylon Government Rys'. It was however for not for the Railway Department. Two such locomotives (WB 1798 and 1859) were supplied for the Irrigation Department in 1906 and 1909. The image is only of modest quality being a reworking of a scan of an old photocopy.



THE SALTERNS, ELEPHANT PASS



Above and right: Views of the 60 cm gauge system in the Salterns at Elephant Pass. The Simplex locomotive in the left hand picture appears to be carrying the number 9.

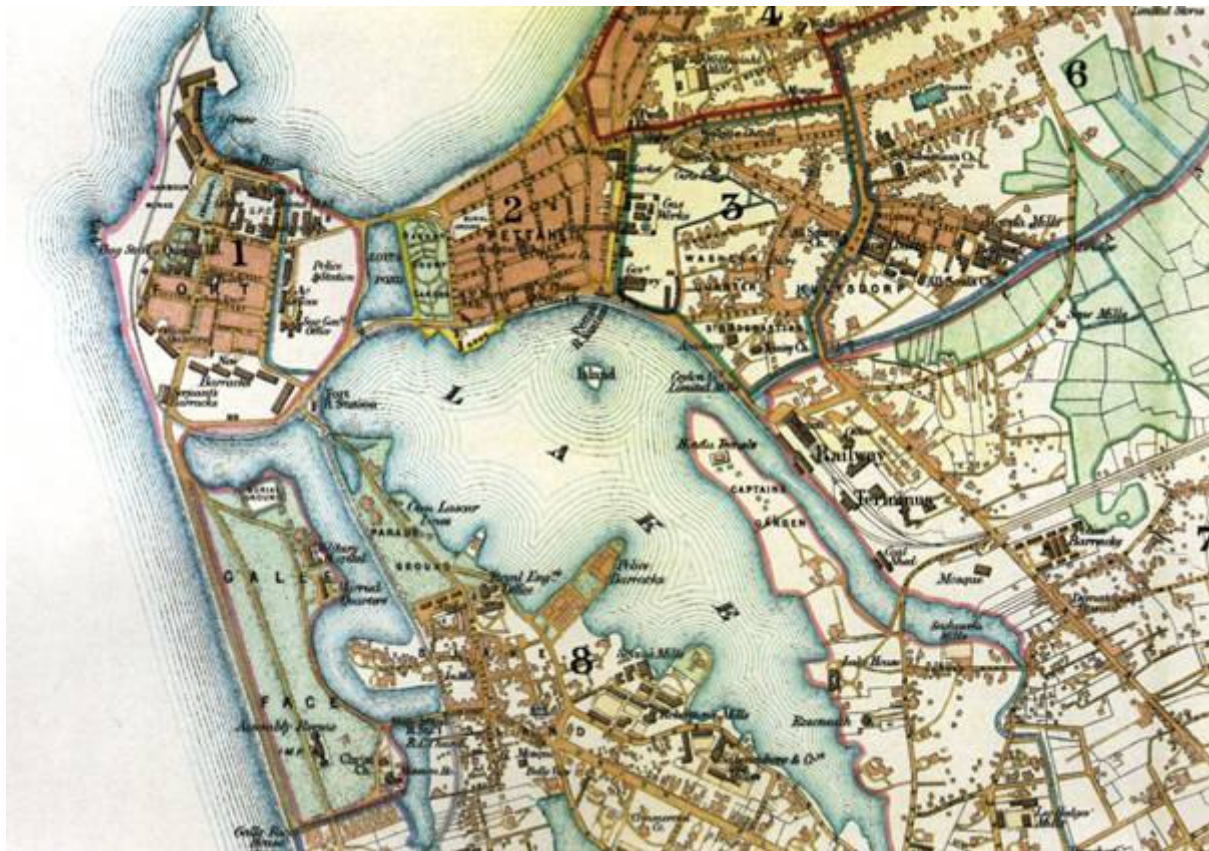
[LAN, Mar 1974]

THE CGR/SLR CELEBRATED IN STAMPS First day covers for the 100th (upper) and 125th (lower) Anniversaries of the Railway

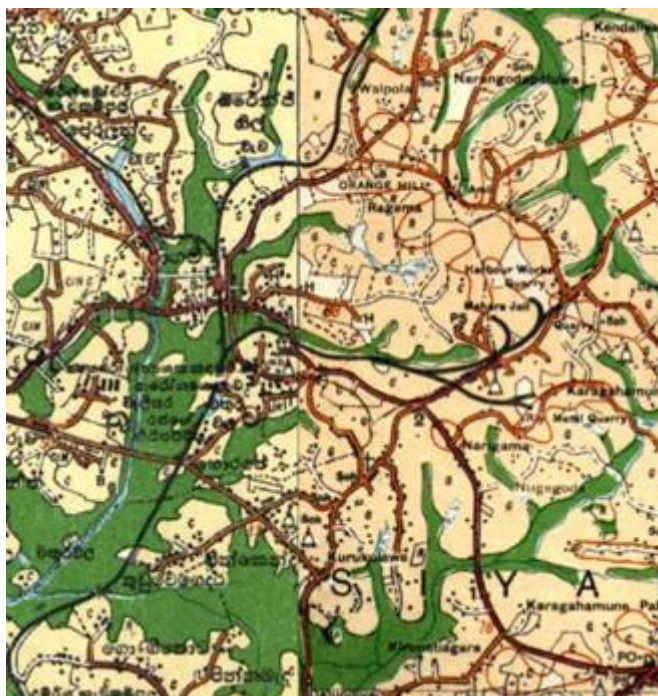
[John Polley Collection]



SOME ADDITIONAL MAPS



Above: Central Colombo in 1878. Areas around the Beira Lake had not been reclaimed at that time. Note the Railway Terminus area, the Breakwater Line and the positions of the old Pettah and Fort (I) stations.



Above: Central Colombo on the 1916 version of the OS 1" map. This shows the new Fort (III) station with both old and new alignments of the Coast (Breakwater) Line

Left: The Ragama Quarry area

[Survey Department]