Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 361

DATED 21st May

[Despatch Abstract.]

Bungalow.— Estimate of Rs 8198 for al—— for the use of the First Assistant Locomotive Superintendent at Perambur, Sanctioned

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[P. W. 16
1000—11-8-99]

Indexed

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Form No 4.

Original in Colonel Cameron's case

OFFICE OF THE CONSULTING ENGINEER FOR RAILW-

Madras, 30th March 1894

To

AGENT AND MANAGER, M. R.

No. 1031 Reply No. , dated

Reminders

Subject.

SIR,

With reference to the concession for a line from Shoranur to Cochin and Calicut to Cannanore proposed by Mr Logan, I have the honour to forward copy of 287 R.C. of Govt of India and request you will enable me to reply to para 6 and 7.

I would also ask for an early reply to my 763 of 5th March. How that the survey is I believe completed it would assist me if you could supply me with an index plan of the route as well.

Lds J Hill.

14/3/94.

Original in Collector's Office

Form No. 4.

Reminders.

Subject.

DEP.
62

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 4th May 1894.

To

AGENT AND MANAGER, M. R.

No. 1437 Reply No. , dated .

SIR,

I have the honour to request the favour of an early reply to my letter No. 1031 dated 30th March 1894 regarding Mr Gale's proposals for a line from Shoranur to Cochin & Calicut to Cannanore.

I am Sir

Original in Calicut - Cannanore Corr.

Note
on Gales project for extension
of the Madras Railway.
Calicut - Cannanore
Shoranur - Cochin

66

Sir Lucchemy the Governor
Hon Mr. Ilbert
Hon Mr. Grose

In this file we have another instance of the issue of letters by the Railway Branch of the P.W.D. on important projects without circulation to the members of Govt. Letter No. 253.C of Jan 29, 1897, did not issue until more than two months after I joined the Govt. but although it committed the Govt. to a definite approval of certain railway schemes of importance, I never saw or heard of it until this file reached me 2 or 3 days ago. Nor, so far as I can see, did the Hon Mr. Grose see the papers. If so happens that I agree to a great extent with the Conclusions stated in that letter, but that does not affect the question of principle. I trust I may not again have to make complaints of this kind.

As to the two lines, Calicut to Cannanore & Shoranur (?) to Cochin, I think this Govt. should support the proposals for their Construction as energetically as possible. I do not think that it can be doubted that they will pay. But this very fact raises a doubt whether a concession for their construction should be given to Mr. Gale. Both the Govt. & the Madras Ry Co can borrow money at little if at all over 3%. Why should not one or other do so & make these railways & get the profits, instead of leaving them to Mr. Gale?

As regards the branch from Shoranur (or Pattambi) to Cochin I think that great caution will be necessary before Cochin is decided on as the Ultimate terminus.

The Govt. of India by Ltr. 289 of 2nd March 1894 considers the 2 projects favourably but before granting the concession asks for more information as to their Cost & Prospects

Calicut - Cannanore. The Madras Railway on being asked to express an opinion on this line, take the yearly receipts of this line from Ottapalam to Calicut as a guide. The mileage is 61½ & the total receipts are 14,10,665 for the year ending June 1893. Their Survey - an approximate one gives

Calicut - Tellicherry 43½ miles
estimated to Cost - 37,22,504 and
Tellichery - Cannanore 12 Miles
Costing 18,00,000 that is
55½ miles Costing 55,23,000
By reducing their receipts
for 61½ miles in the proportion
of $\frac{55\frac{1}{2}}{61\frac{1}{2}}$ the total receipts are
12,73,000 which (taking their
working expenses at 50%
to which figure they are
known,

now, nearly this gives 11½ per cent on the Capital cost

The Chief Auditor's figures quoted in the Engineer's Report give however 6.136 per Cent. based on the Calicut extension. But here the Agent allows nothing for the present steamer traffic between Calicut & Cannanore nor for the canal which goes from Calicut to Badagara 13 miles from Tellicherry, see report by Mr. Bradley, Collector of Malabar Dis. 69 of 3rd Feby 1894 Board of Revenue.

The Resolution thereon says that the inference drawn by comparing the Calicut extension would probably be misleading

The visible traffic is given at only 5,000 maunds monthly Carried by road & canal between Calicut & Tellicherry. This would only yield about 1000 £ a year at ⅓ pie rate but the Collector says the passenger traffic would be heavy according to the estimates

By "Cochin" in this connection must I presume be understood some spot near Cochin on the Northern side of the mouth of the Cochin river. But if the railway is to end there, how can it be extended to the mainland without a bridge over the mouth of the river which is both deep & navigable? And will such a bridge be possible at any reasonable cost? It strikes me that Ernaculum is a better place for the Southern terminus of the proposed line than Cochin, because extension thence to the South will be easier. I doubt don't know if this point has been looked into. If not I think it should be.

Encl H. W. B.
21.5.94.

All members of Govt Should have a voice as regards such projects as these. Sir H Stokes & Mr Gordon saw the first papers about Mr Gale's proposals, but there is nothing to show how they would have regarded any further information before Govt when G.O 20. 2 Jany 94. 263 was passed except that they would probably have hesitated to support the coast line from Calicut Northwards. The complete papers ought to have been circulated to the then Hon Mr Rivaz & myself before orders were passed.

I agree with my Colleagues that both lines Should be supported. The Cochin terminus Should be carefully considered. We are committed to Mr Gale

Encl J. G.
22.5.94.

I suppose these figures are for the whole system, which passes through large tracts which are only sparsely populated & can hardly be used as a basis for comparison with the proposed line, which passes thro' a tract bearing a population of over 1000 to the Square mile in the richest parts. While it will also serve a large municipalities

Encl W.
15.5.97

estimates the line will cost in round numbers 1 lac per mile. Taking working at 50% it must earn 15½ per mile to pay 4% on Capital and assuming passengers pay 2 pies per mile and Goods 10 pies per ton mile it must Carry daily over 1000 passengers and 211 ton of goods.

The Madras Railway Carries an average (on last ½ years Revenue Accounts) 1000 passengers daily per mile and 500 tons of Goods. These figures are I believe Correct but will be referred to the Agent to check.

Shoranur-Cochin line

Mr Bradley states that he cannot give any fair estimate of traffic and the Political Resident has not replied to my letters asking for statistics.

but as this line also has been estimated to Cost 1 lac per mile - the traffic in goods registered by Mr Bradley, being 463 tons per week - the prospect is very good. as far as

goods

goods are concerned.

I suggest therefore that Indian be informed that the Agents figures are not likely to be arrived at on the 2 lines which will be in competition with the ocean steamers and canals along the Coast but on the basis of my figures per mile per week - they will be likely to earn 4 per cent on the Capital cost.

Yes.
But attention should be called to the Collector's remarks as to the water competition both by sea & canal, and the likelihood of the railway being preferred to either. Landing & Shipping are difficult always at Cannanore, Tellicherri & Calicut and almost impossible for some 4 months every year, while the Canal does not afford direct Communication between Calicut & Tellicherry as it stops 13 miles North of Tellicherry. This Competition need not therefore I think be considered serious.

Encl. to
15 May 94

Encl) F.R.W
14.5.94.

R. Form No. 12.

Original in Colicut Communications Book

Circulate
H.E. the Gov in Council
Hon: Mr Bliss
Hon Mr Grose.

Ints P.W.B
8/6/94
Ints Jt 9/6/94

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.

_____ 189 .

Sir,

In reply to your 287 R.C. of 20th March 94, I am directed to forward copies of Mr. Nos. 5290 of 10th and 16th May with enclosures from the Agent of the Madras Railway on the proposals for the Calicut-Cannanore and the Palghat or Shoranur Cochin railways.

An approximate plan & estimate has been made by levelling the road from Calicut to Tellicherry. The result being that the line Calicut to Tellicherry

43½

43½ miles is estimated to cost Rs 37.22.504 and Tellicherry to Cannanore 12 miles is estimated to cost Rs 18,00.000 being a total of 55½ miles estimated to cost Rs 55.22.504. The traffic manager bases his estimate of traffic on the actuals of the Madras Railway between Calicut and Ottapalam 61½ miles for the year ending June 1893. By proportioning the receipts in the proportion of $\frac{55\frac{1}{2}}{61\frac{1}{2}}$ the amount is Rs 12.73.000 taking working expenses at 50% the result gives 11½% on the total capital. The Chief Engineer's estimate of Rs 6.13.60% on the Tellicherry line only is not supported by any figures.-

With regard to the prospects of the Shoranur Cochin line the Agent refers you to his letter printed with G.O. 1967R of 13th August 1892.

Mr

This estimated return of 3.85 per cent is, it may be noted, on the direct line between Palghat and Kuru patti[illegible] - what the Agent in his letter of 16th may state he considers preferable to the Shoranur route.-

- From recent surveys made by the Chief Engineer of Cochin, it is reported possible to avoid the tunnel costing 2½ lakhs which the Madras Railway Chief Engineer considered necessary but by any route this reduction the distance from Palghat to Trichur would be 47 miles as against 42 miles by the direct route and although the double junctions at Shoranur & Olakkote Olakkote may be expensive to work for through traffic, these objections would is considered more than balanced by the difference

difference in the estimated cost - which is 42 miles @ 1½ Lakh per mile (omitting the tunnel) on the direct line of 8 miles at 1 Lakh per mile from Shoranur to that with much shorter connection lengths the connection can be made.

The Agent further recommends the extension to Cochin and in this connection I am to remark that Ernakolam at the backwater side of the backwaters would be the natural present terminus and that has always been intended.—

Taking therefore the two lines as costing about 1 Lakh per mile respectively @ 50% they must earn 1½ per mile per week to pay 4% & therefore carry 600 passengers & 211 tons goods daily at a 2 pie & 10 pies rate respectively.—

Possible present traffic between Calicut & Ernakolam is only given at 2000 tons per month but the Collector reports the passenger traffic large, the population in the tract which the line would traverse being over 1000 per square mile whereas between Shoranur & Cochin 463 tons goods per week have been registered at the Madras Railway carry about 1000 passengers & 500 tons goods daily one mile this would seem encouraging.—

I am further to say that in perusing the estimates of traffic & Officers given by the Agent Madras Railway for the 2 lines under reference, H.E. the Governor in Council is of opinion that they may fairly offer for sanction, as these projects & extensions would be parallel to the Coast and

therefore

therefore in competition with ocean steamers to Londo. However as the Colonial points out landing and shipping at the Docks are always conducted with difficulty - & because this for four months of the year they are practically stopped & also as the Canal does not connect Tilbury with Calais the competition is not likely to be serious on the contrary the probability is that the railway would be preferred to either a sea or canal route.-

On these grounds the proposals are very earnestly supported by His Excy the Governor in Council.-

His Excy the Governor in Council would further point out that it would be much more economical to the State, if the Govt or the Londo Railway undertook to raise the Capital to

continued

Construct the branches, as either party could easily raise the required amount at 3%, and therefore the probable benefit in excess of this amount would be recouped by them instead of being diverted into the pockets of either party.-

Lieut FRN.
30/5/84

Lieut W.
4 June

N.B. The attention of the Consulting Engineer is particularly called to the Hon. Members remarks as to circulation of important files.

Lieut W.

Shown to the Lieut FRN
1884

Original in Calcutt: Common Corr.

Gale's proposal to construct lines Calcutt: Cannanore & Palghat to Cochin

Civil

His Excy: the Governor

Hon: Mr Bliss

Hon: Mr Gross.

Since writing the draft to India regarding these lines, Mr Gross has sent me a private copy of a letter addressed by his Board to the Secy: of State, asking that the Calcutt: Cannanore line be given to them Railway to construct.

The letter is dated 19 March & I don't understand why a copy has not been sent to us, for I presume the Govt: of India must have had one.

I think at the end of the draft letter it should be said "and it is believed that the Madras Railway Company desire to construct one if not both branches themselves

I was under the impression that Mr Gale was really the Madras Railway - but from the M.R. putting in a request for these lines, I suppose he is not.

It is only right - that we should back up the Madras Railway - and help them to get these extensions. It is years since the Madras Railway has extended its system - while that horrid narrow gauge - Southern Mahratta has spread itself octopus-like over the land from sea to sea (nearly)

Intd W. 13 June

I would make it a new sentence.

Intd H.W.B. 14/6/87

Intd J.G. 15/6.

themselves as they are of opinion that the possible extension of an existing trunk line is better left in the hands of this original Company than committed to a separate agency."

Govt. F.R.W.
17/8/97

Proposed Railway
Calicut. Cannanore
Guranur. Cochin

His Excellency the Governor
Hon: Mr. Bliss
Hon: Mr. Grose

Letter 735. R. Co of 7th Augt from Govt of India

(Init) W
(") H.W.B
(") J.G. 17/8/97

In regard to para 4, the Madras Railway will be asked to furnish the estimates.

Yes
(Init) W
(Init) H.W.B 17/8/97
J.G.

Before replying to para 5 it will be necessary to consult the Madras Ry. whether they have other feeder lines or extensions in view which are preferable to the one from Calicut to Cannanore.

The line Madras to Erode will shortly be made & the extension to Bezwada is being considered.

Putting these aside there remain -

(a) Palghat to Dindigul
(b) Salem to Porto Novo
(c) Erode to Sattyamangalam

Of these two seem (b) was a famine line & not likely to pay, the third (c) may be put forward to prevent the metre gauge line from

It is curious that only last mail I urged the Secy of State to go in for silver loans in India for railway extensions. Little knowing that he had advocated this policy last May. The experiment is well worth trying - but it would have succeeded to a certainty two years ago. Now it is more doubtful, but still well worth trying.

(Init) W

from Erode to Nanjangud
the first (as is the most
needed of the feeder lines
but it is not expected to
pay so well as the Coast
line.

I don't understand Indias
remark that because of the
difficulty in raising funds
in sterling or Silver, this Govt
are asked to consider whether
other Madras Ry feeders
are preferable. A loan
must be raised in any
case, the Madras Ry have
ample borrowing powers
for feeder lines under their
Contract & they are in a
position to borrow at lower
rates of interest than Govt
Gale.

Para 6. is a criticism
on the return of traffic
but para 9 of this Govt's
406. D of 20th June discounts
the Agents figures which
work down to 11½ % on the
Capital Cost.

I do not think this para
calls for any reply

(Sd) F. R. L.
15/8/94

What India wants to be
assured of is that we have
not overlooked any line,
which is likely to be more
remunerative than those
under discussion & I expect
that the Mn Ry will not put
forward any before these

(Sd) W

Para 6 should better be Commu-
nicated to Govt Mn for his
remarks

We did not go carefully
into these points in our para 9
of our letter of 20th June

(Sd) W
16/8/94

No. 859. Dated 23rd August 1894.

Agent & Manager 75
Madras Railway

—

I am directed to forward
Copy of letter 735 R Co of 7th
August from Govt of India
with enclosure & to ask you
to furnish an estimate of
the cost of surveying the
lines from Calicut to Can-
nanore & from Palghat
or Shoranur to Cochin
as defined in enclosure
to Circular 7 R of 9th Oct 93.

2 To enable this Govt to
reply to para 5, I am to invite
your notice to the following
lines which it is believed
have been put forward
as possible feeders to the
M. Ry

Palghat to Dindigul
Salem to Porto Novo
Erode to Sattyamangalam

and to ask whether these
or any other branches
should be preferred to
the line to Cannanore
and it would be desir-
able to obtain the views
of your Board on the
important

important matter.

(3) You will observe in para 6 of the Govt letter the probable receipts given by you on the proposed line to Tellicherry, are not considered by the Govt of India to be based on the true meanings of the comparative section. (Calicut-Ottapalam) unless the whole of the traffic thereon be incremental and unless the port of Tellicherry is likely to supersede that of Calicut and I am to invite your reply to this Criticism.

(Sd) F. R. Ls
21/8/94

Enclosures (Copy)
735 Rec of 7th Sept
Despatch No 42 + enclosure
No 7759
406 Dof 20 June

Dispatched
23/8/94

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

Proceedings of the Madras Government, Public Works Department, dated 21st November 1893, No. 1394 R.

Read also the following papers :—

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 20th January 1894, No. 253 C.

In reply to No. 967 R.C. of 25th September 1893, I am directed to say that, with regard to the line of railway (i) from Madras to Bezwada, this Government has already supported the proposals of Messrs. Kirby and Lonsdale to obtain this concession and does not therefore consider Mr. Gale's proposal should be entertained.

With regard to project (ii) it appears preferable that the line should start from Shoranur and for the present only run as far as Cochin. The Political and Revenue Departments have been asked to furnish the statistics of traffic over the line, but no reply has as yet been received. In order to avoid any further delay, the following financial forecast is embodied for the information of the Government of India.

In considering the financial prospects of the proposed line it is difficult to estimate what proportion of the existing traffic will be retained by the public road and back-water canals which follow more or less closely the alignment of the railway line.

Extract from financial prospects referred to in paragraph 6 of G.O. No. 1967 R. of 13th August 1892, submitted to Government India, No. 1908 R., of 13th August 1892.

For purposes of a general estimate, however, it may be assumed (since the conditions of trade, population, cultivation, and length in miles are in most respects similar) that the receipts based on an average of four half-years ending June 1891 on the section of the Madras Railway from Olavacode to Tanore, both stations inclusive (61 miles in length), will fairly represent the receipts to be expected over the length of the proposed line (60·74 miles). To these receipts must be added a percentage of 50 per cent. to cover the anticipated receipts and developments of land and sea-borne traffic from Cochin, Alleppy, and the wealthy tract of country southwards of these seaport towns. This computation is a low one, when it is considered that the receipts of the terminal station at Calicut alone amounts to Rs. 6,19,488, *i.e.*, at ·88 per cent. of the entire length of the 61 miles referred to above, or in other words nearly as much again.

	Rs.
Total gross receipts for passengers and goods for 61 miles in one year	7,06,588
Add 50 per cent. to cover anticipated receipts from Cochin and expected seaborne traffic	3,53,294
Total gross receipts ...	10,59,882
Deduct working expenses at 60 per cent. ...	6,35,929
Total net receipts ...	4,23,953

which on an outlay of Rs. 1,10,23,812 yields a return of 3·85 per cent.

Of project (iii) from Calicut to Cannanore the increase of traffic on the Calicut extension affords reasonable grounds for believing that this branch would pay.

The following statement shows the gross receipts of coaching and goods inwards and outwards traffic of the Calicut extension:—

Half-years.	Kadalundi.	Ferok	Kallai.	Calicut	Total.
	Rs	Rs	Rs.	Rs.	Rs.
Half-year ending December 1888	3,439	64,885	25,362	3,08,935	4,02,621
Do. June 1889	3,715	83,384	33,425	3,54,651	4,75,175
Do December ,,	3,032	69,052	40,753	3,21,345	4,34,182
Do. June 1890	2,990	64,798	34,205	3,26,893	4,28,886
Do. December ,,	2,978	38,308	37,621	2,83,774	3,62,681
Do June 1891	3,495	43,001	42,713	3,07,108	3,96,317
Do December ,,	2,808	35,081	42,379	2,67,710	3,47,978
Do June 1892	3,819	59,283	52,899	4,15,078	5,31,079
Do June 1893	3,962	57,672	66,571	3,02,441	4,30 646
	5,187	59,031	52,144	3,52,692	4,69,054
Five years' gross earnings	..	..	..	..	42,78,619
Deduct 55 52 per cent.	..	..	..	..	23,75,489
Five years' net earnings	..	..	..	..	19,03,130

Working expenses percentage, half-year ending December 1888 ... 59·05
Do. do. do. June 1889 ... 56 34
Do. do. do. December ,, ... 61·54
Do. do do. June 1890 ... 53 04
Do. do. do. December ,, ... 51 84
Do. do. do. June 1891 ... 58 40
Do. do. do. December ,, ... 57 99
Do. do. do. June 1892 ... 56 33
Do. do. do. December ,, ... 54·50
June 1893 ... 46 26

Total ... 10) 555 29

Working expenses mean for five years 55 52

Rupees 19,03,130 gives 95·1 per cent. for the five years, or 19 per cent. per annum on a capital of 20 lakhs of rupees.

I am however directed to call attention to the very long time asked, viz., 18 months to make the survey and 18 months to form the company and complete financial operations. It is suggested that nine months should be ample time, and with this proviso I am to say the Madras Government supports the proposals for the concession to Mr. Gale to construct a line from Shoranur to Cochin and Calicut to Cannanore as it appears that the Madras Railway Company are prepared to assist him.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 20th March 1894, No. 287 R.C.

I am directed to acknowledge the receipt of your letter No. 253 C., dated 20th January 1894, submitting an expression of the views of the Government of Madras on the proposals of Mr. Henry Gale for the construction by a company of a line of railway from Palghat station on the Madras Railway *vid* Trichoor and Cochin to Quilon, and another line from Calicut to Cannanore on the Malabar Coast.

2. With regard to the first project, you say that it appears preferable that the line should start from Shoranur instead of from Palghat, and should for the present run only as far as Cochin.

It is observed that it is estimated that the net receipts on the proposed line will amount to about Rs. 4,23,953, which, on an outlay of Rs. 1,10,23,812, would yield a return of 3·85 per cent.

3. As regards the second project, you say that the increase of traffic on the Calicut extension of the Madras Railway affords reasonable grounds for believing that the proposed Calicut-Cannanore branch will pay.

4. In reply I am to say that Mr. Gale has been informed that the Government of India are inclined to consider the above two projects favourably, but that before granting a definite concession they would like to have further information as to the cost and prospects of the proposed lines.

5. In the meanwhile, I am to request that the Government of India may be furnished with any further particulars that may be available about these lines, and with the estimates of cost on which the traffic calculations referred to in paragraphs 2 and 3 above are based.

6. I am also to request that the Government of India may be furnished with an expression of opinion by the Madras Railway authorities on the prospects of each of the projects which, it is understood, they are prepared to assist by undertaking to work the lines when constructed and to grant a rebate on the traffic interchanged.

7. I am to add that since the receipt of your letter Mr. Gale has intimated that, as the state is about to commence the survey of the line from Calicut *vid* Tellicherry to Cannanore and in the light of further information which he has obtained, he considers that the period of three years, which he asked for to enable him to make surveys and form a company, may be reduced to 18 months in each case. I am to enquire whether the survey referred to is being carried out.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 20th June 1894, No. 406 D.

In reply to your No. 287 R.C. of 20th March 1894, I am directed to forward copies of Nos. 5490/366 and 5490 W/380 of 10th and 16th May 1894 with enclosures from the Agent and Manager of the Madras Railway on the prospects of the Calicut-Cannanore and the Palghat or Shoranur-Cochin Railways.

2. An approximate plan and estimate has been made by levelling the road from Calicut to Tellicherry; the result being that the line Calicut to Tellicherry 43½ miles is estimated to cost Rs. 37,22,504 and Tellicherry to Cannanore 12 miles is estimated to cost Rs. 18,00,000 being a total of 55½ miles estimated to cost Rupees 55,22,504. The Traffic Manager bases his estimate of traffic on the actuals of the Madras Railway between Calicut and Ottapalam 61½ miles for the year ending June 1893; by reducing the receipts in the proportion of $\frac{55\frac{1}{2}}{61\frac{1}{2}}$ the amount is Rs. 12,73,000, and taking working expenses at 50 per cent. the result gives 11½ per cent. on the total capital. The Chief Engineer's estimate of 6·136 per cent. on the Tellicherry line only is not supported by any figures.

3. With regard to the prospects of the Shoranur-Cochin line the Agent and Manager refers again to his letter printed with G.O., No. 1967 R. of 13th August 1892.

4. This estimated return of 3·85 per cent. is, it may be noted, on the direct line between Palghat and Kurapatnam which the Agent and Manager in his letter of 16th May still considers preferable to the Shoranur route.

5. From recent surveys made by the Chief Engineer of Cochin, it is reported possible to avoid the tunnel costing 27 lakhs which the Madras Railway Chief Engineer considered necessary, but even with this reduction the distance from Palghat to Trichur would be 47 miles as against 42 miles by the direct route and although the double junctions at Shoranur and Olavacode will be expensive to work for through traffic, these objections are, it is considered, more than balanced by the difference in the estimated cost which is 42 miles at 1½ lakhs per mile (omitting the tunnel) on the direct line and 18 miles at one lakh per mile from Shoranur, so that with much shorter construction length the connection can be made.

6. The Agent and Manager further recommends the extension to Quilon, and in this connection I am to remark that Ernakolam at the eastern side of the backwater would be the natural present terminus and that this has always been intended.

7. Taking, therefore, the two lines as costing about one lakh per mile and expenses at 50 per cent., they must earn Rs. 154 per mile per week to pay 4 per cent, and therefore carry 1,000 passengers and 211 tons goods daily at 2 annas and pies 10 rate, respectively.

8. The visible present traffic between Calicut and Tellicherry is only given at 2,000 tons per month, but the Collector reports the passenger traffic large, the population in the tract which the line would traverse being over 1,000 per square mile, whereas between Shoranur and Cochin 463 tons goods per week have been registered.

As the Madras Railway carry about 1,000 passengers and 500 tons goods daily one mile, the prospects seem encouraging.

9. I am further to say that, in reviewing the estimates of return on capital given by the Agent and Manager, Madras Railway, for the two lines under reference, His Excellency the Governor in Council is of opinion that they may possibly appear too sanguine, as these projected extensions will be parallel to the coast and therefore in competition with ocean steamers and canals. However, as the Collector points out, landing and shipping at the ports are always conducted with difficulty and expense while for four months of the year they are practically stopped, and also as the canal does not connect Tellicherry with Calicut, the competition is not likely to be serious; on the contrary the probability is that the railway would be preferred to either a sea or canal route.

On these grounds the proposals are very earnestly supported by His Excellency the Governor in Council.

10. His Excellency the Governor in Council would further point out that it would be much more economical to the State, if the Government or the Madras Railway undertook to raise the capital to construct the branches, as either party could easily raise the required amount at 3 per cent., and therefore the probable receipts in excess of this amount would be recouped by them instead of being diverted into the pockets of a third party.

11. It is believed that the Madras Railway Company desire to construct one, if not both branches themselves, as they are of opinion that the simple extension of an existing trunk line is better left in the hands of the original company than committed to a separate agency.

ENCLOSURES.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th May 1894, No. 5490/366.

With reference to your letters Nos. 763 and 1031 of the 5th and 30th March last, respectively, I have the honour to advise you of the completion of the rough reconnaissance of the proposed Calicut-Tellicherry railway and to enclose two copies of the plan and section of the route selected. I also send twelve copies of the approximate estimate of the cost of the line and a brief note containing particulars and information obtained in the course of the reconnaissance.

2. With regard to the prospects of the traffic in passengers and goods, I beg to enclose a copy of a letter of the 16th March last from the Traffic Manager on the subject. The Officiating Chief Engineer estimates the return that may be expected at 6 136 per cent. This is based on a statement of the earnings of the Calicut Extension recently prepared by the Chief Auditor for the information of the Board. It will be observed that the anticipated receipts according to the Traffic Manager's calculation gives a larger return than this. I have no reason to suppose that the traffic on the proposed extension will be less than that between Calicut and Ottapalam.

3. I shall be glad if you will request the Government of India to include this line in the list of those to be surveyed during the next cold weather survey operations.

4. With regard to the prospects of the Shoranur-Cochin line, kindly refer to this office letter No. 5490/364, dated 4th May 1892, printed with G.O. No. 1967, dated 13th August 1892.

From the Traffic Manager, to the Agent and Manager, Madras Railway, dated 16th March 1894, No 1364/21618 A and M.

[West Coast Extension]

[Your No. 5490/1729 of 6th March 1894.]

The distance from Calicut to Cannanore would, I understand, be approximately 60 miles by railway and taking this mileage as a basis I have had the figures taken out for the West Coast Section of the Madras Railway for a similar distance from Calicut for the year ending 30th June 1893.

The figures up to Ottapalam inclusive have been taken (distance 61½ miles) and the proportion for the additional 1½ miles subsequently deducted.

The total receipts for the Madras Railway Section under notice are Rs. 14,10,665, less proportion for 1½ miles Rs. 34,406, and I think these receipts may be taken as a very fair estimate of the traffic which might be expected between Calicut and Cannanore.

Inclusive of Calicut there are thirteen stations on the section from which these receipts are taken. On the line from Calicut to Cannanore there would be the important stations of Quilandi, Badakarai, Tellicherry and Cannanore, but in addition to these we should have the choice of at least twelve village sites quite equal to if not more promising than our own intermediate stations at which to open additional stations between Calicut and Cannanore.

These details are shown in a report which was made by the Traffic Canvasser of this Department in May 1889.

BRIEF-NOTE on the Proposed Railway from Calicut to Tellicherry.

General Alignment—The reconnaissance of the country betwen Calicut and Tellicherry undertaken in January 1894, consisted of a traverse and a line of levels along the public road, which the proposed railway would closely follow, as shown in the index plan and section attached. Throughout the total length of 43½ miles the road runs along the coast and is therefore fairly level, except at the 29th, 34th and 40th miles, where it surmounts the hilly spurs which project down to the coast with grades of 1 in 20. Here more favourable routes were secured by the investigation of alternative lines a little further inland, as shown in green on the section, and although these will involve deep cuttings, a ruling gradient of 1 in 150 can be obtained with curves of a minimum radius of 2,800 feet.

2. *Description of Country and Towns.*—Except through the town of Calicut, where the line can be located so as to avoid important buildings, the country traversed is flat and level up to 8 miles, and then consists of slightly undulating tracts up to 25 miles Between 26 and 31 miles, 33½ and 35½ miles, and 27 and 40 miles, the country is distinctly hilly and will entail heavy earthwork, while the remaining portion is level up to the terminus at Tellicherry (43½ miles).

The alignment falls throughout in British territory except between 37¾ and 38¾ miles, where it traverses the French settlement of Mahé.

The principal towns which the line will accommodate are West Hill (3 miles), Alatur (6 miles), Quilandi (15 miles), Buddagara (30 miles), Mahé (38 miles) and Tellicherry (43½ miles). The whole route is thickly populated, and the land to a great extent is under wet cultivation and covered with cocoanut plantations and gardens. The average value per acre is said to be Rs. 450.

3 *Waterway*—In addition to the ordinary drainage, requiring about 50 minor bridges varying in span from 6 to 20 feet, the following rivers and canals have to be crossed:—

Korai river	...	...	...	...	8¼ miles	—Waterway	750 feet.
Kottai do.	..	.	...	...	26½ „	„	400 „
Mahé do.	...	...	...	...	38 „	„	550 „
Karumpana canal		...	...	...	29 „	„	30 „

The three large rivers (tidal) are not bridged, but provided with ferries; so it may be assumed that the Local District Board will contribute to the cost of adapting the railway bridges for cart traffic as they have done in the case of the Ferók and Kallai rivers on the Madras Railway immediately south of Calicut.

4. *Approximate estimate.*—Attached is an approximate estimate framed in the usual form in which the main details are given, inclusive of the value of land and provision for rolling stock

The estimate (for 5' 6" gauge) has been based on the standard adopted on the Madras Railway in regard to the accommodation at stations and general equipment, and the type of bridges

constructed at Ferôk and Kallai has been adhered to. The approximate estimated cost for the 43½ miles works out to Rs 37,22,504 or Rs 85,575 per mile, and the anticipated receipts should yield 6 136 per cent. on this outlay, judging from results on the Calicut extension.

5. *Extension to Cannanore.*—The present reconnaissance ended at Tellicherry, but the extension to Cannanore, a further distance of 12 miles, would be proportionately more costly, as three large rivers have to be bridged on this short length. The approximate estimate for this extension may be taken at Rs. 18,00,000 or Rs. 1,50,000 per mile.

6. *Staff employed* —The survey under review was conducted by Engineering Assistant J. E. Dalgairns and Surveyor V. A. Arputham Moodelly, and completed in six weeks. It included the investigation of 44 miles of alternative routes and deviations, which were surveyed and levelled in addition to the traverse and section (with check levels) obtained of the 43½ miles of public road, along which permanent bench marks have been recorded at suitable points The information and results now submitted have been acquired under the sanctioned allotment of Rs 700. A larger plan plotted to a scale of 400 feet to an inch and a section to correspond have been prepared, and tracings of these will be furnished when the requisite staff can be spared from pressing current duties in the drawing office.

7th May 1894.

(Signed) H. C WEST,
Offg. Chief Engineer.

PROPOSED Calicut-Tellicherry Railway (5′ 6″ gauge).

Approximate estimate.

Heads of account	Total cost in rupees: Sub-heads: Total cost	Sub-heads: Rate per mile	Main heads: Total cost	Main heads: Rate per mile	Notes
	Rs	Rs	Rs	Rs.	
I—Preliminary expenses ..	..	..	700	16	
1 Survey expenses	700	16	..	..	Cost of reconnaissance
2. Plant	..	..	..	..	
3. Establishment ..	..	..	..	..	
II —Land . .	2,50,000	5,747	2,50 000	5,747	
III —Formation	..		4,40,000	10,115	
1. Earthwork ..	2,29,294	5,805	.	..	*Earthwork* —For 39½ miles Average height of bank 4 feet, cutting 6 feet in soft sandy clay soil, and average depth in cutting of rocky laterite 17 feet
2 Cutting laterite ..	2,00,706	50,177	..	..	For four miles only
3 Road diversion	10,000	5,000	..	.	For two miles only
IV —Bridge work	..		12,98,864	29,859	
1. Large bridges ..	11,90,000	27,356	..	..	Three large bridges 750, 400 and 550 lineal feet, adapted for cart traffic at Rs 700 per lineal foot
2 Minor do. .	1,08,864	2,503	..	..	
V —Fencing	..	..	1,62,472	3,735	
1. Fencing	1,53,120	3,520	..	..	*Fencing* —Wire fencing has been provided throughout the line
2 Road crossings ..	8,492	195	..	..	
3 Mile and gradient posts	860	20	.	..	Including gate-keeper's lodge
VI —Electric telegraph ..	14,790	340	14,790	340	It is assumed that Government will construct the line of telegraph, and the necessary instruments at stations only have been provided for.
VII —Ballast and permanent way	..	..	11,25,553	25,875	
1 Ballast .	1,84,213	4,235	..	..	Ballast consists of fine laterite and sand.
2 Permanent way ..	9,41,340	21,640	..	..	Permanent way to be 30 feet bull-headed rails on C I. Pot sleepers, landed at Calicut.
VIII —Stations and buildings ..	.	..	2,04,000	4,690	
1 Stations and offices					First class station (Rs 1,30,000) at Tellicherry with requisite buildings, engine, carriage and goods sheds of half the standard length, staff quarters, engine turn-table, and water tank Two second-class stations at Rs 22,000 each. Three third-class at Rs. 10,000 each.
2 Staff quarters ..					
3. Station machinery .	2,04,000	4,690	..	..	
4 Workshop, store buildings, &c					

Approximate estimate—*cont.*

Heads of account	Total cost in rupees: Sub heads: Total cost.	Sub heads: Rate per mile	Main heads: Total cost.	Main heads: Rate per mile	Notes.
	Rs	Rs	Rs	Rs	
IX —Plant	..	..	76,125	1,750	
1 Engineering					
2 Locomotive ..					
3. Carriage and wagon.	76,125	1,750	..	..	
4 Station and office furniture					
X —Ferries, &c ..	..		..	..	
1 Ferries ..	..	.	..	..	
2 Floating bridges ..	..	..	3,00,000	6,896	
XI —Rolling stock	..	..			
1. Locomotive ..	3,00,000	6,896	..	..	
2 Carriage and wagon.			50,000	1,149	
XII —General charges ..	..	.			
1 Direction					
2. Engineering ..					
3 Stores	50,000	1,149		..	
4 Audit and accounts.					
5 Medical and sanitation					
Total expenditure	.	..	39,22,504	..	Assumed contribution from District Board for adapting three large bridges for cart traffic
Deduct ..	..	.	2,00,000		
Total ..	..		37,22,504	..	
Length in miles	.	.	43 5	..	
Total rate per mile .	..	..	85,575	..	

(Signed) H. C. WEST,
Offg. Chief Engineer.

7th May 1894.

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 16th May 1894, No. 5490 W—380.

With reference to paragraph 6 of the letter from the Government of India, dated 20th March last, forwarded with your letter No. 1031, I have the honour to inform you that I have been authorised by my Board to say that this company will be prepared to work the proposed lines of railway from Calicut to Tellicherry (and Cannanore) and from Shoranur to Cochin, when they are constructed and to grant a rebate on the traffic interchanged as laid down in Government of India Circular No. 924 R.C. of the 15th September 1893.

With regard to the last-named line, I consider the railway ought to follow the trade route, and should start from Palghat and be continued to Quilon, where it should connect with the South Indian Railway.

From the Officiating Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 7th August 1894, No. 735 R.C.

I am directed to acknowledge the receipt of your letter No. 406 D, dated 20th June 1894, forwarding a copy of two letters from the Agent and Manager of the Madras Railway Company, No. 5490/366, dated 10th May 1894, and No. 5490/380, dated 16th May 1894, the former reporting on the traffic prospects of the proposed Calicut-Cannanore and Palghat or Shoranur-Cochin Railways, and the latter stating that the Madras Railway Company will be prepared to work these lines when constructed and grant a rebate on the traffic interchanged as laid down in Government of India Resolution No. 924 R C., dated 15th September 1893.

2 You state that the proposals for the construction of these lines are earnestly supported by His Excellency the Governor of Madras in Council, and that it

would be much more economical to the State if the Government or the Madras Railway Company undertook to raise the necessary capital for them. Also that it is believed that the Madras Railway Company desires to construct one if not both branches itself.

3. In reply, I am to enclose for information a copy of a despatch * from the Secretary of State forwarding a proposal by the Directors of the Madras Railway Company for the construction as part of their system of the line from Calicut to Tellicherry and Cannanore; and to inform you that it has been determined to carry out this cold weather the survey of this line, as well as of the line from Shoranur to Cochin.

* No. 42, Railway, dated 3rd May 1894.

4. I am accordingly to request that, with the permission of His Excellency the Governor in Council, you will obtain from the Madras Railway Company an estimate of the cost of a detailed survey of these lines, in view to the preparation of an approximate estimate of their cost, such as is defined in the rules for the preparation of railway projects (enclosure to this office Circular No. 7, Railway, dated 9th October 1893).

5. With reference to the proposal of the Madras Railway Company to raise the capital for the Calicut-Cannanore line by—

(*a*) the issue of sterling debentures in England to meet the cost of permanent way, rolling stock, &c., and

(*b*) the issue of 4 per cent. silver debentures in India under the guarantee of the Government of India to meet the cost of labour and materials in India,

I am to request, having regard to the difficulty that exists in raising funds either in sterling or in silver, that the Government of Madras will consider carefully whether the proposed line to Cannanore should be preferred to others, which the Madras Railway Company may propose for construction in connection with the development of its system.

6. As regards the prospects of traffic on the proposed extension, it is observed that the total receipts for the section, Calicut to Ottapalam inclusive, are taken as a very fair estimate of the traffic, which may be expected between Calicut and Cannanore.

These receipts, I am to point out, represent the total outwards and inwards traffic on the section, which include the earnings for the carriage over long distances of the main line, and consequently it does not seem reasonable to assume that these receipts represent the true earnings of the Calicut-Ottapalam section, unless it can be shown that the whole of the traffic is incremental to that on the main line and that it has been obtained by the construction of the section in question. Neither does it appear reasonable to apply these receipts for purposes of comparison to the Calicut-Tellicherry extension, unless it is assumed that almost the whole of the sea-borne trade of Calicut will be transferred to Tellicherry, whereby the rail carriage of the goods will be increased by 43½ miles. This assumption could only be made if Tellicherry were a far superior port to Calicut, which does not appear to be the case.

Enclosures.

Despatch from the Right Honourable Her Majesty's Secretary of State for India, to His Excellency the Right Honourable the Governor-General of India in Council, dated India Office, London, 3rd May 1894, No. 42 R.

[Proposed construction by the Madras Railway Company of a line of Railway from Calicut to Tellicherry and Cannanore.]

I transmit, herewith, for your Excellency's information, copy of a letter † from the Directors of the Madras Railway Company proposing that the Company should construct as part of their system a line of railway from Calicut to Tellicherry and Cannanore, being one of the lines proposed by Mr. H. Gale in his letter of the 30th June 1893, copy of which was forwarded to your Government with Lord Kimberley's Railway Despatch No. 66 of the 20th July 1893.

† No 7759 of 19th March 1894

2. The arrangement proposed by the Directors of the Madras Railway Company for raising the necessary funds for the proposed line is similar in principle to the suggestions which were transmitted to you for consideration by Lord Kimberley's Railway Despatch No. 102 of the 23rd November 1893, respecting which an expression of your views is still awaited.

3. In the existing conditions of Indian finance it is clearly desirable that any possible extension of Indian railways, by other than gold operations, should be encouraged by your Government, and I am prepared, therefore, if you see no objection, to negotiate with the Company for the suggested extension of their system on the basis of a silver loan issued in India on learning that the project is, in your opinion, a desirable one.

From the Secretary, Madras Railway Company, to the Under Secretary of State for India, 61, New Broad Street, London, E.C., dated 19th March 1894, No. 7759.

Proposals for the extension of the Madras Railway system by this Company having been declined or put aside by the Indian Government, the Board of the Madras Railway Company are prepared to afford assistance and encouragement to other agencies for railway extensions in Southern India; and Mr. Gale, a professional gentleman of high character, formerly connected with the Madras Railway, and well informed in such matters, has, as the Secretary of State is aware, submitted proposals to the Government of India for the construction of certain standard gauge lines in close connection with the Madras Railway, and is engaged in forming syndicates and endeavouring to raise money for the purpose.

2. It is premature to judge of the probable success of the endeavours to float railway projects in India by private agency under the more liberal terms recently offered by the Government of India; but, having regard to the continued stringency of the money market, and the reluctance of the public to risk the investment of money in foreign undertakings of any sort, the difficulties of promoters are no doubt very serious, and their operations must necessarily be slow.

3. The Board believe that for many obvious reasons the simple extension of an existing trunk line is better left in the hands of the original Company than committed for construction to a new and separate agency. One, at least, of the railways proposed by Mr. Gale could certainly, they think, be more economically undertaken by this Company than by any other agency, and be constructed and worked as part of the Madras Railway system in the best interests of the State.

4. This is the proposed extension along the western coast from Calicut to Tellicherry and Cannanore, a distance of between 50 and 60 miles. It is understood that a reconnaissance of this line is already in progress, and that a survey will probably follow under the sanction of the Madras Government. When the results of this survey are known, the Board will be able to speak more confidently of the cost of the undertaking, and as to the prospects of the traffic both in passengers and goods.

5. The character of the country and the engineering requirements are, it is believed, very similar to those affecting the recent extension of this Company's system of nine miles, from Beypore to Calicut, on the same coast, which was completed in 1888.

6. The results of the working of that extension, notwithstanding its heavy cost (Rs. 20 lakhs), afford grounds for the belief that the proposed undertaking would be a financial success. The volume of trade between Calicut and Tellicherry is described by all who are acquainted with the locality—both Government officers and others—as being something extraordinary, and it is believed by the officers of this Company that the traffic of the line will exceed that of the Calicut extension.

7. In regard to the provision of funds for the new undertaking, the Board apprehend that the Secretary of State will be averse, in the present state of the finances, to sanction the issue of sterling debentures in this country to any considerable amount, though the Board would probably find no difficulty in placing whatever amount will be required at, say, 3½ per cent. They have ascertained, however, from their legal advisers, that there is nothing in the deed of settlement or in the Acts of Parliament of the Madras Railway Company which prevents them from raising a loan with the sanction of the Secretary of State, either in rupees in India or in sterling in England, or partly the one and partly the other, provided the amount, together with any loans now outstanding, does not exceed the proportion prescribed by the Act of the subscribed capital of the Company.

8. The Board are not yet in a position to state whether or not the placing of silver debentures in India is practicable to any great extent, but they are hopeful that it will be found possible to effect the issue of a moderate amount of these debentures at, say, 4 per cent., the principal and interest being guaranteed by the Indian Government.

9. The most economical arrangement would probably be—as avoiding all questions of exchange—to obtain the amount which is required for the provision of permanent-way, rolling-stock, and other necessary materials to be supplied from England, by the issue of sterling debentures in this country, and to provide for the payment of salaries, wages, labour, local materials, and other matters by the money obtained by silver debentures in India.

Sixth and Final Meeting, held in Council Chamber at 2.15 P.M. on Thursday, June 18, 1896.

All Members present.

360. *Resolved* that the Minutes as recorded be confirmed.

361. The printed proof of the report was revised and finally passed.

362. *Resolved* that the memorandums handed in by Mr. MacBride and Mr. Hodson, together with correspondence with the Hon. the Government Agent of the Western Province, be printed as appendices to the report.

Meeting closed at 4.45 P.M.

T. A. WYLIE,
Secretary.

APPENDIX B.

Schedule of Rates for the Construction of certain Buildings erected by the Public Works Department in Colombo.

		Rs.	c.	
Museum ...	Cost per superficial foot ...	8	23	Ground floor and one storey
	Cost per cubic foot ...	0	22¼	
Custom House ...	Cost per superficial foot ...	11	42	Ground floor and two storeys
	Cost per cubic foot ...	0	24⅓	
Surveyor General's Office	Cost per superficial foot ...	7	38	Ground floor and one storey
	Cost per cubic foot ...	0	22	
New Post Office ...	Cost per superficial foot ...	6	19	Part two storeys, part one storey, and ground floor
	Cost per cubic foot ...	0	24⅓	

Filling from Galle Buck.

Cost Rs. 2 per cube = 54 cents per cubic yard.

Colombo, June 17, 1896.

R. K. MACBRIDE.

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APPENDIX C.

Notes on Plan No. H 85 of Beira Station.

1. The platforms are only 15 ft. wide: it is desirable to make them at least 20 ft. wide, or even more if practicable.

2. The distance from the pillars of the staircases to the edge of the platforms is apparently only about 4½ ft.: it ought to be at least 6 ft.

3 The tracks are only about 12 ft. apart centre to centre. I would strongly recommend that this be increased to 14 ft. at least, or more if practicable.. This is the minimum spacing that has ever been allowed on Indian State Railways (broad gauge), and has now increased to 15 ft. 6 in., and indeed 16 ft. is usually adopted if possible.

4. No turn-outs should, so far as practicable, be sharper than 12 chains (792 ft.) radius. This is the minimum allowed on Indian State Railways, and anything sharper necessitates the use of a special class of engines.

5. The platforms should be capable of extension to 700 ft. long, without requiring the yard to be altered. But it would probably not be necessary to build them more than 550 ft. long at first, nor to cover more than 500 ft. long.

6. The plan shows a large number of facing points: these should be eliminated so far as possible. Facing points are doubtless unavoidable where, as in this arrangement, an up or a down line divides into two or more lines for trains going in the same direction, but they should not be permitted for any other cause. Cross-overs between lines of opposite direction should invariably be laid trailing, even if this seems to involve some inconvenience in shunting.

7. Sufficient room should be allowed to admit of treadle bars or facing point locks being put in if found necessary; and for trap switches to prevent engines or vehicles on side lines fouling the main line against signals.

8. I think a third line for the use of light engines going to and fro between the shed and the central station would be a great convenience, but it cannot be said to be absolutely necessary, provided that (as recommended in paragraph 10 (*i*) of the Commission's report) the only connection between the locomotive yard and the traffic lines be within the limits of Maradána Junction station, and that it be interlocked with the signals under the control of the Station Master, and be trapped to prevent the possibility of an engine fouling the main line in disregard of those signals

9. One or two lie-byes should be provided to enable engines to stand out of the way, after detaching from an arrival train, till it is convenient to let them go off to shed or *vice versâ*. Such should invariably be trapped and interlocked with signals, and engines coming in light from the shed should invariably be received in these and not allowed to stand in the main yard.

10. The dead ends shown on the promontory near the lime-kilns are objectionable, being too much curved. They should be made as straight as possible, and the gathering lines both here and at the Maradána gridiron should be made as nearly straight as it is possible to do.

11. The two entrances to the Wharf and Harbour lines should not be brought direct into the main lines used for passenger trains, but into a spare line parallel thereto, and connected with the through lines of the station yard by a cross-over suitably protected by interlocked signals and trapped. Provision should, however, be made for a more direct connection being hereafter arranged, with a completely interlocked junction, in the event of the Wharf lines being some day used for suburban passenger traffic.

12. I think two spare lines should be provided, instead of the one shown between the two island platforms. This would enable goods or stone trains to pass through the yard on their proper lines, and without stopping or interfering with trains standing at the platforms. It would also facilitate engine shunting.

13. Economy could be attained by only roofing the platforms, and providing cantilevers to cover say 8 or 9 ft. over the nearest track on each side of the platform, leaving the central lines uncovered.

14. Economy could also be attained by providing a large shed, open at the sides, at one end of the building, for the accommodation of third class passengers, instead of providing an enclosed hall in the body of the building as shown in the plan. The latter is rather small if it is to take the passenger traffic that now goes to the Pettah station, but the former could be made double the area at much less cost, and would, moreover, be capable of further extensions if required In this case a separate arrangement might have to be made for the convenience of third class season ticket holders

15. It would be well to submit the plan, when decided upon, to an interlocking expert, as he will probably find difficulties which it would be well to avoid, and regarding which he would probably be able to make valuable suggestions. The two best men I know in India for this purpose are Mr. A. Morse, Executive Engineer, North-Western Railway, at Lahore, and Mr. ~~Storey~~ Stoney of the Madras Railway. But, of course, the Consulting Engineers in England would be able to get plenty of professional opinion from Saxby and Farmer or other competent experts in England, but this might cause delay.

Colombo, June 17, 1896.

C. W. HODSON, M I C E.

61—96

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BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	114	R	1-3-95				

FURTHER PAPERS.

G O.	No.	Department.	Date.	G O.	No.	Department.	Date.

7TH MAY 1895, No. 336 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O , dated 1st March 1895, No. 114 R., Public Works.

Read the following paper :—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 2nd February 1895, No. 5490/109 W.

I have the honour to submit herewith, for the information of the Government, a copy of a letter from the Chief Engineer, No. C/90, dated the 29th ultimo, on the subject of the new alignment of the proposed Shoranur-Cochin Railway, which it was decided should be adopted at the final survey at a meeting of the Travancore and Cochin officials held at the Residency, Trichur, on the 22nd January last. A copy of the minutes recorded at the meeting as well as a tracing showing the old and the new alignments are also enclosed. According to the new alignment, which meets with the wishes of both the Native States, the length of the proposed line is increased from 61 to 72 miles and a revised estimate prepared on this basis will shortly be submitted.

I have asked the Traffic Manager to prepare a report on the traffic prospects of the line from Shoranur to Trichur as well as from Pattámbi.

ENCLOSURES.

From the Chief Engineer, Madras Railway, to the Agent and Manager, Madras Railway, dated Madras, 29th January 1895, No C/90.

[*Shoranur-Cochin Railway*]

I beg to advise you that on the 22nd January 1895 the Resident of Travancore and Cochin was good enough to convene a meeting at Trichur at which were present—

Mr. H. B. Grigg, C.I E , Resident of Travancore and Cochin.
M.R Ry. V. Subramania Pillai, Dewan of Cochin.
M.R.Ry. T. Raja Rama Row, Dewan Peishcar of Kóttayam, Representative of Travancore.
Mr. H W. Hudson, Chief Engineer to the Cochin Government.
Mr. H. C. West, Chief Engineer, Madras Railway.
Mr A. B. Strange, Executive Engineer in charge of the Shoranur-Cochin Survey.

2. The object of the meeting was to consider the relative merits of previously proposed extensions of the Railway to Cochin and to decide upon the best route which the survey now in progress should follow south of Trichur with a view to meet the requirements of both the Native States through which the line would pass and to fix the towns at which stations should be provided.

3. It was unanimously agreed that the point of departure on the Madras Railway should be at a point about 1½ miles east of Shoranur station, as the gradients, curves and general configuration of the country rendered this site specially suitable for a junction station and would secure a very favourable crossing of the Ponnáni river about ¼ of a mile above the existing road bridge. It may be probably necessary to transfer the present Shoranur station to the new site ultimately.

4 The alternative proposal to make Pattámbi station the point of departure was considered, but was not approved of by either the Resident or the Dewan of Cochin, as the country between this point and Trichur, although to a great extent free of hills, offered such meagre prospects of

traffic. The ground also at each side of Pattámbi station has been examined, and it is found that no suitable site for a junction station could be obtained owing to the low level of the land, the difficulty of securing a favourable crossing of the Ponnáni river, and the increased mileage from Madras which a junction here would involve.

5. It was also agreed that a line passing through the undermentioned towns (*vide* accompanying map) would best serve the interests of the railway as well as those of the Travancore and Cochin territories and meet with the sympathy and support of the Governments of both States:—

	Distance from Shoranur MILES.
(1) Mulakaray	5
(2) Wadakancherry	8
(3) Mularthankavu	14
(4) Trichur	20
(5) Eddakunni	24
(6) Poodukad	29
(7) Ahtur	36
(8) Shalakudi	40
(9) Kodakulamkaray	47
(10) Chengal (ferry)	53
(11) Perambalur	56
(12) Keelamaad (for Alwaye)	62
(13) Eddapally	69
(14) Ernakulam (Cochin)	72

6. It will be observed that this route differs materially from any line previously surveyed or recommended; it occupies a position further inland than the more direct line to Cochin hitherto advocated and is consequently 72 miles in length as compared with the 62 miles on which the previous estimate submitted for the survey was based. It is desirable here to explain that any line of railway from Shoranur to Cochin must of necessity pass through a large area of Travancore as well as of Cochin, and it would appear that the interests of the former State had not been sufficiently consulted in the alignment followed when the preliminary survey was undertaken in 1871.

7. This point has been satisfactorily settled at the present meeting, and the final location of the line along the revised route indicated on the map will now be carried out during the survey in progress as far as funds will permit. This alignment has been carefully considered with due regard to the most important trade centres and is unquestionably best suited to the altered conditions of the country since the first preliminary survey was undertaken in 1871, or over twenty-four years ago. Owing to the opening out of additional roads, the extension of cultivated area and the general development of traffic in grain and forest produce, the route as now fixed, though somewhat circuitous in one place, commends itself as the most favourable from all aspects. The detour eastwards through Perambalur is found to be imperative in order to avoid traversing the isolated tract of Cochin territory between that town and Alwaye and thus obviate the difficulties in connection with custom dues, but it will accommodate the extensive timber traffic from the north-east portion of Travancore.

8. From an engineering point of view also this alignment possesses many advantages as it avoids the crossing of the large rivers near their mouths where they widen out and fall into the estuaries or backwaters which exist all along the coast. The bridging of these large streams at favourable points more inland will thus be secured, and the stations having been fixed at towns where existing roads meet, it is anticipated that competition from carriage by backwater will thus be averted. The country moreover is not difficult except for a short portion between Shoranur and Trichur and the adoption of this route will, it is hoped, result in economy of construction.

9. The officials present at the meeting approved of the proposal that the bridges over all large rivers should be so designed that they could be easily adapted for cart traffic and foot passengers if found necessary at any time after the opening of the railway, in which case tolls would be levied by the railway in lieu of any contribution being demanded from the States towards the cost of the structures.

10. Attention is here invited to the fact that the alignment now decided upon does not, except for a short length near Trichur, follow any route hitherto investigated by any preliminary survey, and it is evident that the cost of finally locating a line under these conditions must of necessity be costly compared with a route the general direction and particulars of which have been already determined by a preliminary survey. It is proposed therefore to shortly submit a revised estimate for completing a final survey of the Shoranur-Cochin Railway now

increased in length from 61 to 72 miles, and as both the Travancore and Cochin sircars appear anxious for the early construction of the line, it is hoped that funds will be sanctioned to retain the present survey staff to enable the plans and estimates for the complete project to be prepared.

11. I enclose a statement of the minutes recorded at the meeting held at Trichur on the 22nd January 1895 on which the information furnished in the present report has been based.

NOTES of discussion of a meeting held at the Residency, Trichur, regarding the extension of the Madras Railway to Ernakulam *viâ* Trichur.

Present.

H. C. West, Esq., Chief Engineer, Madras Railway.
A. B Strange, Esq., Executive Engineer in charge of the Survey.
M.R.Ry. V Subramania Pillai, Dewan of Cochin.
M R.Ry. T. Raja Rama Row, Dewan Peishcar of Cottayam, as Representative of Travancore.
H. W. Hudson, Esq., Chief Engineer, Cochin.
H. B. Grigg, Esq., British Resident in Travancore and Cochin.

Note (1).—The unanimous opinion of the meeting was in favour of Shoranur as the point of departure.

Mr. West informed the meeting that all large bridges will be constructed so as to be adapted for foot passengers and traffic on payment of toll to be fixed by the Railway authorities and that no demand will be made on the States for any contribution towards the outlay for constructing these bridges.

Note (2).—The Shoranur route, as proposed by the Madras Railway, approved.

Note (3).—If portions of the public road are taken up for the railway, the Railway authorities will bear cost of construction of road diversions on fresh sites. States would be consulted.

II. Stations between Shoranur and Trichur to be at—
(1) The Mulakaray toll-gate, 5 miles from Shoranur.
(2) Wadakancherry, 8 miles from Shoranur.
(3) A place 6 miles from Trichur (Mularthankava).

III. Unanimously agreed that the station (Trichur) should be near the canal basin on the nearest spot to it where ample land is available.

IV. Line from Trichur to Ernakulam station—

	Distance from Trichur. MILES.	
(1) Edakunni at crossing of roads serves Ullur and Ooragore ...	4	Intermediate distance.
(2) Poodukad	5	
(3) Ahtur serves Mala (at present) and Irinjalakudu	7	
(4) Shalakudi	4	
(5) Kodakulamkaray	7	
(6) Chengal ferry to serve river traffic, more especially timber ...	6	
(7) Perambalur to serve North-east Travancore traffic	3	
(8) Keelamaad to serve Alwaye and Valankulam	6	
(9) Eddapally	7	
(10) Ernakulam	3	
Total ...	52	

V. Agreed unanimously that the above line will best serve the interests and elicit the sympathy of both States and that so soon as the trade from Mala to line at Ahtur justifies the expenditure a branch should be run to the backwater at that point.

Ernakulam station to be opposite to Bolghatty. Passengers and goods to be discharged on waters edge and station to be inland behind Anjikaimal Court-house and Jews' quarter so as not to disturb the Jews or interfere with the Court buildings or the station can be placed on north of the jail on land that can be reclaimed.

(Signed) H. B. GRIGG.
(„) H. C. WEST.

TRICHUR,
22nd January 1895.

I would note here that the station proposed to be placed at Kodakulamkaray may perhaps, with greater convenience to the public, be located at Anjimallee which is not far distant.

(Signed) H. B. GRIGG.

Order—dated 1st March 1895, No. 114 R., Public Works.

A revised plan showing the proposed route of the railway now being surveyed between the Madras Railway and Cochin will be forwarded to the Resident in Travancore and Cochin who will obtain the views of the two Durbars as to the relative merits of Pattámbi and Shoranur as the junction station with the Madras Railway. Full explanation should also be obtained from the Durbars of the advantages which are expected to accrue from the deviation towards Perambalur which adds 10 miles to the length of the line and avoids Alwaye altogether. It should further be pointed out that if the collection of dues is the only reason for the deviation, the difficulty can be avoided by having no station between Kodakulandai and Alwaye. His Excellency the Governor in Council observes that the present alignment is carried more inland than was the case in the survey of 1871 and that no particular reasons are given for such a great deviation. If, however, the new route is supported by both Durbars, no objection will be raised to their recommendations.

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt, P W.D.,
Railway Branch.

Read also the following paper:—

From H. B. GRIGG, Esq, M.A., C I.E, Resident in Travancore and Cochin, to the Chief Secretary to Government, dated Cochin, 3rd April 1895, Ref. on Circuit No. 17.

With reference to G.O., No. 114 R., dated 1st March 1895, I have the honour to submit herewith, for the information of Government, copies of letters from the Dewans of Travancore and Cochin, Nos. 1048/P.W. and 627/P. 81 of the 24th idem and the 2nd instant, respectively, containing their views on the proposed route of the railway now being surveyed between the Madras Railway and Cochin. With reference to the concluding portion of the letter from the Dewan of Cochin, I beg to add that I am addressing an urgent communication to the Chairman of the Chamber of Commerce of British Cochin in order to obtain the views of that body as suggested by the Dewan and I shall submit the same as soon as received.

I regret that I have not been able to reply to the Government Order above quoted earlier, as the Dewan of Cochin did not answer my reference to him on the subject until this morning

The tracing received with the Government Order is herewith returned.

ENCLOSURES

From the Dewan of Travancore, to the British Resident in Travancore and Cochin, dated Trivandrum, 24th March 1895, No 1048 P.W

I have the honour to acknowledge your letter, Ref on C. No 856, dated the 10th instant, with enclosures, received here on the 16th instant and your telegram of the 22nd idem

With regard to the starting point of the railway, viz., whether it should be Shoranur or Pattámbi and its course up to Trichur, His Highness' Government have hardly any remarks to offer. They, however, observe from the Chief Engineer's letter to the Agent and Manager, Madras Railway, which forms one of the enclosures to your letter, that Shoranur has far greater facilities for a junction station than Pattámbi and that the prospects of traffic on the Pattámbi route are very meagre.

In respect of the line this side of Trichur, it seems to me that there can be no difference of opinion in regard to the desirability of avoiding competition with the cheap backwater communication along the coast and at the same time serving the inland traffic of the country. The interior taluks of North Travancore, as you observe in paragraph 65 of your review of the administration report for 1068, abound in rich soil and steps are now being taken to open them out. A northern railway, such as the one proposed to be of any real benefit to this State, should be within easy reach of those taluks if it does not traverse them. Perambalur, situated in the Proverthi of the same name, containing a population of over 14,000 forms the head-quarters of the Kunnatnad taluk and is the principal outlet for the trade of that taluk and the neighbouring

taluks of Thodupuzha and Muvattapuzha and the carrying of the railway to Perambalur or not far away from it would, besides serving the best interests of traffic, conduce materially to the further development of the country. Among the stations proposed, there is one at Keelamad, a village about two miles to the south-east of Alwaye, and this would serve the traffic of the latter place and Vallacolum.

Under the circumstances set forth, His Highness the Maharaja's Government are of opinion that the interests of this State would be best served by the line resolved on at the meeting of the 22nd January irrespective of the questions of the collection of customs dues, and I request you will kindly move the Madras Government in view to obtain their final approval of this line which, besides being beneficial to both the Native States concerned, is preferred by the Chief Engineer of the Madras Railway on account of the many advantages it possesses in an engineering point of view.

I have not received the plan referred to in the order of the Madras Government

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From the Dewan of Cochin, to the British Resident in Travancore and Cochin, dated Ernakulam, 2nd April 1895, No. 627/P-81.

With reference to your letter, Ref on C. No. 856 of the 10th March 1895, I have the honour to forward a copy of Mr. Hudson's letter, dated 25th March 1895.

2. This Government would prefer Shoranur to Pattámbi as the junction station with the Madras Railway, because though the distance between each of these places and Trichur would be about the same, yet the principal traffic in passengers and goods on the proposed Cochin Railway would be to and from places east of Shoranur and the adoption of the Pattámbi route would involve the unnecessary carrying of this traffic over 7 or 8 miles of railway between Shoranur and Pattámbi. Besides this a large cattle and grain market is held weekly 5 or 6 miles north-east of Shoranur at Vaniankulam in Malabar, between which and places in Cochin there is a large trade.

3 As to the line to the south of Trichur, this Government is of opinion that the present alignment, which is more inland than the line surveyed in 1871, should be adopted, as the latter would pass through a large tract of paddy lands or kayals (lakes). It is almost parallel as far as Ahlur (described as Ahtur in the minutes and marked as Autur in the tracing) to the other line. If the line from Ahlur should proceed to Mala instead of Shalakudi and then follow the previously surveyed line to Ernakulam, the length of the line between Shoranur and Ernakulam would be a little over 61 miles or, according to Mr. Hudson, 63 miles. If Perambalur and other places in Travancore are to be served, a branch line may be constructed from the station near Alwaye.

4. As far as the Cochin sircar is concerned, it does not matter much whether the line passes through Mala or Shalakudi, but if it should pass through Shalakudi according to the present alignment, the mileage between Shoranur and Ernakulam and consequently the distance between the junction and the British port of Cochin would be increased by about 10 miles. It may also be noted that if the railway should pass through Mala which is connected with the backwater by a canal, Mala would serve as a station to catch the backwater traffic, and the traffic which would have to be carried by boats to and from Karupadnam if the railway should pass through Shalakudi will be diverted to Mala.

5 As the merchants and inhabitants of British Cochin are interested in the matter, I would suggest that the Chamber of Commerce in Cochin be also invited to express its opinion.

From the Chief Engineer, Cochin Government, to the Dewan of Cochin, Ernakulam, dated Trichur, 25th March 1895, No. 319.

In reply to your letter forwarding original papers with plan (already returned as requested) in reference to the new alignment of the proposed Shoranur-Cochin Railway, I have the honour to inform you, as stated in Mr. West's letter No. C/90, dated 29th January 1895, addressed to the Agent and Manager, Madras Railway, "it was unanimously agreed at the meeting that the point of departure on the Madras Railway should be at a point about 1½ miles east of the present Shoranur station."

2. The chief reasons for preferring Shoranur to Pattámbi are—

(1) The largest cattle and grain market in Malabar is held weekly at Vanianlulam about 5 or 6 miles north-east of Shoranur; there is a large trade at this market with places in Cochin territory.

(2) The principal traffic in passengers and goods (timber, grain, &c.) on the proposed Cochin Railway would be to and from places east of Shoranur; although the mileage from either Pattámbi or Shoranur to Trichur would be about the same, the Pattámbi route would involve carrying this traffic over the 7 miles of railway (or 8½ miles to the new station) between Pattámbi and Shoranur with a corresponding increase of fares, &c.

(3) On the Trichur-Shoranur route the railway would pass through Wadakanchery which is the centre of the taluk where the Tahsildar's, Munsif's, Registrar's, and other offices are situated.

(4) A better junction can be made with the main line of the Madras Railway and a better site for the bridge across the Ponnáni river can be obtained at Shoranur than at Pattámbi.

3. With regard to the line south of Trichur, the reason for taking it further inland was to tap the large village of Ooloor by a station at the junction of the roads at Eddakunni; it was also necessary to avoid the Thomanakoil and Mooreeantha lakes with their valuable paddy fields situated between the Curvanoor river and Iringalakadu which was the objection at this point to the line surveyed in 1871 between Pattámbi and Ernakulam; the line has been proposed to be taken from Eddakunni through Poodukad on to Shalakudi and Unjal, the Travancore frontier.

4. The line could, however, be shortened by branching off at Ahtur or Ahlur and joining the line surveyed in 1871 at Mala and on to Ernakulam.

The distance would then be —

		MILES.
From Shoranur to Ahtur or Ahlur	... ...	
Do. Mala	... ...	36
Do. Ernakulam	... ...	42
		63

5. By this route Alwaye would be about 5 miles to the east of this line.

6. A branch line could be made if required to Perambalur, the length of which would be about 12 miles.

7. I may mention here that the black dotted line representing the preliminary survey of 1871 between Pattámbi and Ernakulam does not seem to have been correctly marked on the plan submitted by Mr. West. I therefore beg to enclose a copy of it with the line corrected in dotted green lines showing the crossing at the junction of the Alwaye and Shalakudi rivers (one bridge would serve the two rivers).

8. It will be observed that the 1871 line passes through the isolated piece of Travancore territory named Puthencherra which it would be well to avoid and which would be avoided if the line is taken from Ahlur to Mala.

9. Cochin has no objection to the line shown on the plan south of Shalakudi as it serves Travancore territory; the only thing is the mileage from Shoranur to Ernakulam would be increased from 62 to 72 miles

10. Ernakulam will be the station for the British port of Cochin and the merchants may raise objections to the increased mileage of the railway as there is no doubt it will affect their interests.

11. As regards the proposal of having no station between Kodakulamkaray and Alwaye, if the line is taken through the isolated piece of Cochin territory named Vellarapully, it will be necessary to keep the line some distance to the east of the Chowerah Palace; this diversion would save about 6½ miles

12. Alwaye and Chowerah are to the residents of Ernakulam, Muttancherry and British Cochin what Brighton is to London, and it will be to the interests of the people of Cochin to have a station at one or the other of these two places, or at both if possible.

No. 779, Political.

Transferred to the Public Works Department, Railway Branch.

FORT ST. GEORGE,
6th April 1895.

(Signed) W. FRANCIS,
Ag. Assistant Secretary.

From the Assistant Resident in charge, Travancore and Cochin, to the Chief Secretary to Government, dated Cochin, 11th April 1895, Reference on Circuit No. 23.

In continuation of my letter, Circuit No. 17 of the 3rd April 1895, I have the honour to submit herewith, for the information of Government, copy of a letter, dated the 10th idem, from the Honorary Secretary to the Chamber of Commerce in Cochin containing the views of that body on the route of the proposed Railway from Shoranur to Ernakulam, and, with reference to the concluding portion thereof, to state that from enquiries made I understand that there is always sufficient water in the backwater opposite to the site selected, at all states of the tide, to accommodate laden cargo boats.

ENCLOSURE.

From the Honorary Secretary, Chamber of Commerce, Cochin, to the Assistant Resident in charge, Travancore and Cochin, dated Cochin, 10th April 1895.

I have the honour to acknowledge receipt of your letter of the 4th instant enclosing copy of letter from the Chief Engineer to the Agent and Manager, Madras Railway, together with a tracing with regard to the proposed Railway from Shoranur to Ernakulam.

In reply thereto I beg to inform you that the subject was discussed at a meeting of this Chamber held this morning, and I am instructed to inform you that the proposed route meets with the approval of the Chamber, but they would suggest that when the site of the terminus at Ernakulam is being decided on due consideration should be given to its position in regard to the depth of water in the adjoining backwater, so that landing and shipping operations may be practicable at all states of the tide and the necessity for dredging thereby obviated.

No. 827, Political.

Transferred to the Public Works Department, Railway Branch, in continuation of endorsement, dated 6th April 1895, No. 779.

OOTACAMUND,
17th April 1895.

(Signed) L. DAVIDSON,
Acting Under Secretary.

ORDER—dated 7th May 1895, No. 336 R, Public Works.

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur station. The actual position of the junction should be fully dealt with in the report accompanying the project estimate. The alignment decided on at the meeting between the Travancore, Cochin, and Madras Railway officials, held at Trichur on 22nd January 1895, should be adopted in the present survey, but His Excellency the Governor in Council is of opinion that reconnaissances should be made of the alternative route from Ahlur *vid* Mala and Alwaye and of a branch line from Alwaye to Perambalur. The Agent and Manager, Madras Railway, will be requested to report the estimated cost of these reconnaissances, care being taken to utilize, where possible, the work of the present and previous surveys. Care should be taken when locating the terminus at Ernakulam to select a site offering facilities for landing and shipping operations at all states of the tide in the adjoining backwater.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.
" Political Department.

Exd. C. A Muniswamy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated May, 7th.

Recd. *Encl.*

G.O., 7th May 1895, No. 336 R.

MAY.

Shoranur-Cochin Railway

Orders on the subject of the alignment of the proposed—.

D. i. R

Please send these original papers to this office to be put up with the proposals settled by H.E. the Governor.

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ENT OF MADRAS.

KS DEPARTMENT.

ailway.

., Public Works.

s Railway, to the Consulting Engineer for ebruary 1895, No. 5490/109 W.

th, for the information of the Government, a er, No. C/90, dated the 29th ultimo, on the osed Shoranur-Cochin Railway, which it was survey at a meeting of the Travancore and ichur, on the 22nd January last. A copy of ell as a tracing showing the old and the new g to the new alignment, which meets with length of the proposed line is increased from ared on this basis will shortly be submitted. prepare a report on the traffic prospects of as from Pattámbi.

ENCLOSURE.

From the Chief Engineer, Madras Railway, to the Agent and Manager, Madras Railway, dated Madras, 29th January 1895, No. C/90.

[*Shoranur-Cochin Railway*].

I beg to advise you that on the 22nd January 1895 the Resident of Travancore and Cochin was good enough to convene a meeting at Trichur at which were present—

Mr. H. B. Grigg, C.I.E., Resident of Travancore and Cochin.
M.R.Ry. V. Subramania Pillai, Dewan of Cochin.
M.R.Ry. T. Raja Rama Row, Dewan Peishkar of Kóttayam, Representative of Travancore.
Mr. H. W. Hudson, Chief Engineer to the Cochin Government.
Mr. H. C. West, Chief Engineer, Madras Railway.
Mr. A. B. Strange, Executive Engineer in charge of the Shoranur-Cochin Survey.

2. The object of the meeting was to consider the relative merits of previously proposed extensions of the Railway to Cochin and to decide upon the best route which the survey now in progress should follow south of Trichur with a view to meet the requirements of both the Native States through which the line would pass and to fix the towns at which stations should be provided.

3. It was unanimously agreed that the point of departure on the Madras Railway should be at a point about 1½ miles east of Shoranur station, as the gradients, curves and general configuration of the country rendered this site specially suitable for a junction station and would secure a very favourable crossing of the Ponnáni river about ¼ of a mile above the existing road bridge. It may be probably necessary to transfer the present Shoranur station to the new site ultimately.

4. The alternative proposal to make Pattámbi station the point of departure was considered, but was not approved of by either the Resident or the Dewan of Cochin, as the country between this point and Trichur, although to a great extent free of hills, offered such meagre prospects of traffic. The ground also at each side of Pattámbi station has been examined, and it is found that no suitable site for a junction station could be obtained owing to the low level of the land, the difficulty of securing a favourable crossing of the Ponnáni river, and the increased mileage from Madras which a junction here would involve.

5. It was also agreed that a line passing through the undermentioned towns (*vide* accompanying map) would best serve the interests of the railway as well as those of the Travancore and Cochin territories and meet with the sympathy and support of the Governments of both States:—

	Distance from Shoranur.
	MILES.
(1) Mulakaray	5
(2) Wadakancherry	8
(3) Mularthankavu	14
(4) Trichur	20
(5) Edakunni	24
(6) Poodukad	29
(7) Ahtur	36
(8) Shalakudi	40
(9) Kodakulamkaray	47
(10) Chengal (ferry)	53
(11) Perambalur	56
(12) Keelamaad (for Alwaye)	62
(13) Eddapally	69
(14) Ernakulam (Cochin)	72

6. It will be observed that this route differs materially from any line previously surveyed or recommended; it occupies a position further inland than the more direct line to Cochin hitherto advocated and is consequently 72 miles in length as compared with the 62 miles on which the previous estimate submitted for the survey was based. It is desirable here to explain that any line of railway from Shoranur to Cochin must of necessity pass through a large area of Travancore as well as of Cochin, and it would appear that the interests of the former State had not been sufficiently consulted in the alignment followed when the preliminary survey was undertaken in 1871.

7. This point has been satisfactorily settled at the present meeting, and the final location of the line along the revised route indicated on the map will now be carried out during the survey in progress as far as funds will permit. This alignment has been carefully considered with due regard to the most important trade centres and is unquestionably best suited to the altered conditions of the country since the first preliminary survey was undertaken in 1871, or over twenty-four years ago. Owing to the opening out of additional roads, the extension of cultivated area and the general development of traffic in grain and forest produce, the route as now fixed, though somewhat circuitous in one place, commends itself as the most favourable from all aspects. The detour eastwards through Perambalur is found to be imperative in order to avoid traversing the isolated tract of Cochin territory between that town and Alwaye and thus obviate the difficulties in connection with custom dues, but it will accommodate the extensive timber traffic from the north-east portion of Travancore.

8. From an engineering point of view also this alignment possesses many advantages as it avoids the crossing of the large rivers near their mouths where they widen out and fall into the estuaries or backwaters which exist all along the coast The bridging of these large streams at favourable points more inland will thus be secured, and the stations having been fixed at towns where existing roads meet, it is anticipated that competition from carriage by backwater will thus be averted. The country moreover is not difficult except for a short portion between Shoranur and Trichur and the adoption of this route will, it is hoped, result in economy of construction.

9. The officials present at the meeting approved of the proposal that the bridges over all large rivers should be so designed that they could be easily adapted for cart traffic and foot passengers if found necessary at any time after the opening of the railway, in which case tolls would be levied by the railway in lieu of any contribution being demanded from the States towards the cost of the structures

10. Attention is here invited to the fact that the alignment now decided upon does not, except for a short length near Trichur, follow any route hitherto investigated by any preliminary survey, and it is evident that the cost of finally locating a line under these conditions must of necessity be costly compared with a route the general direction and particulars of which have been already determined by a preliminary survey. It is proposed therefore to shortly submit a revised estimate for completing a final survey of the Shoranur-Cochin Railway now increased in length from 61 to 72 miles, and as both the Travancore and Cochin sircars appear anxious for the early construction of the line, it is hoped that funds will be sanctioned to retain the present survey staff to enable the plans and estimates for the complete project to be prepared.

11. I enclose a statement of the minutes recorded at the meeting held at Trichur on the 22nd January 1895 on which the information furnished in the present report has been based.

Notes of discussion of a meeting held at the Residency, Trichur, regarding the extension of the Madras Railway to Ernakulam *viâ* Trichur.

Present.

H. C. West, Esq., Chief Engineer, Madras Railway.
A. B. Strange, Esq., Executive Engineer in charge of the Survey.
M.R.Ry. V. Subramania Pillai, Dewan of Cochin.
M.R.Ry. T. Raja Rama Row, Dewan Peishcar of Cottayam, as representative of Travancore.
H. W. Hudson, Esq., Chief Engineer, Cochin.
H. B. Grigg, Esq., British Resident in Travancore and Cochin.

Note (1).—The unanimous opinion of the meeting was in favour of Shoranur as the point of departure.

Mr. West informed the meeting that all large bridges will be constructed so as to be adapted for foot passengers and traffic on payment of toll to be fixed by the Railway authorities and that no demand will be made on the States for any contribution towards the outlay for constructing these bridges.

Note (2).—The Shoranur route, as proposed by the Madras Railway, approved.

Note (3).—If portions of the public road are taken up for the railway, the Railway authorities will bear cost of construction of road diversions on fresh sites. States would be consulted.

II. Stations between Shoranur and Trichur to be at—
(1) The Mulakaray toll-gate, 5 miles from Shoranur.
(2) Wadakancherry, 8 miles from Shoranur.
(3) A place 6 miles from Trichur (Mularthankava).

III. Unanimously agreed that the station (Trichur) should be near the canal basin on the nearest spot to it where ample land is available.

IV. Line from Trichur to Ernakulam station—

		Distance from Trichur. MILES.	
(1)	Edakunni at crossing of roads serves Ullur and Ooragore ...	...	4
(2)	Poodukad	...	5
(3)	Ahtur serves Mala (at present) and Irinjalakudu ...	...	7
(4)	Shalakudi	...	4
(5)	Kodakulamkaray	...	7
(6)	Chengal ferry to serve river traffic, more especially timber	...	6
(7)	Perambalur to serve North-east Travancore traffic ...	...	3
(8)	Keelamaad to serve Alwaye and Valankulam	...	6
(9)	Eddapally	...	7
(10)	Ernakulam	...	3
	Total ...		52

Intermediate distance.

V. Agreed unanimously that the above line will best serve the interests and elicit the sympathy of both States and that so soon as the trade from Mala to line at Ahtur justifies the expenditure a branch should be run to the backwater at that point.

Ernakulam station to be opposite to Bolghatty. Passengers and goods to be discharged on waters edge and station to be inland behind Anjikaimal Court-house and Jews' quarter so as not to disturb the Jews or interfere with the Court buildings or the station can be placed on north of the jail on land that can be reclaimed.

Trichur,
22nd January 1895.

(Signed) H. B. GRIGG.
(„) H. C. WEST.

I would note here that the station proposed to be placed at Kodakulamkaray may perhaps, with greater convenience to the public, be located at Anjimallee which is not far distant.

(Signed) H. B. GRIGG.

Order—dated 1st March 1895, No. 114 R., Public Works.

A revised plan showing the proposed route of the railway now being surveyed between the Madras Railway and Cochin will be forwarded to the Resident in Travancore and Cochin who will obtain the views of the two Durbars as to the relative merits of Pattámbi and Shoranur as the junction station with the Madras Railway. Full explanation should also be obtained from the Durbars of the advantages which are expected to accrue from the deviation towards Perambalur which adds 10 miles to the length of the line and avoids Alwaye altogether. It should further be pointed out that if the collection of dues is the only reason for the deviation, the difficulty can be avoided by having no station between Kodakulandai and Alwaye. His Excellency the Governor in Council observes that the present alignment is carried more inland than was the case in the survey of 1871 and that no particular reasons are given for such a great deviation. If, however, the new route is supported by both Durbars, no objection will be raised to their recommendations.

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper :—

From H. B. GRIGG, Esq., M.A., C.I.E., Resident in Travancore and Cochin, to the Chief Secretary to Government, dated Cochin, 3rd April 1895, Ref. on Circuit No. 17.

With reference to G.O., No. 114 R., dated 1st March 1895, I have the honour to submit herewith, for the information of Government, copies of letters from the Dewans of Travancore and Cochin, Nos. 1048/P.W. and 627/P. 81 of the 24th idem and the 2nd instant, respectively, containing their views on the proposed route of the railway now being surveyed between the Madras Railway and Cochin. With reference to the concluding portion of the letter from the Dewan of Cochin, I beg to add that I am addressing an urgent communication to the Chairman of the Chamber of Commerce of British Cochin in order to obtain the views of that body as suggested by the Dewan and I shall submit the same as soon as received.

I regret that I have not been able to reply to the Government Order above quoted earlier, as the Dewan of Cochin did not answer my reference to him on the subject until this morning.

The tracing received with the Government Order is herewith returned.

From the Dewan of Travancore, to the British Resident in Travancore and Cochin, dated Trivandrum, 24th March 1895, No. 1048 P.W.

I have the honour to acknowledge your letter, Ref. on C. No. 856, dated the 10th instant, with enclosures, received here on the 16th instant and your telegram of the 22nd idem.

With regard to the starting point of the railway, viz., whether it should be Shoranur or Pattámbi and its course up to Trichur, His Highness' Government have hardly any remarks to offer. They, however, observe from the Chief Engineer's letter to the Agent and Manager, Madras Railway, which forms one of the enclosures to your letter, that Shoranur has far greater facilities for a junction station than Pattámbi and that the prospects of traffic on the Pattámbi route are very meagre.

In respect of the line this side of Trichur, it seems to me that there can be no difference of opinion in regard to the desirability of avoiding competition with the cheap backwater communication along the coast and at the same time serving the inland traffic of the country. The interior taluks of North Travancore, as you observe in paragraph 65 of your review of the administration report for 1068, abound in rich soil and steps are now being taken to open them out. A northern railway, such as the one proposed to be of any real benefit to this State, should be within easy reach of those taluks if it does not traverse them. Perumbayur, situated in the Proverthi of the same name, containing a population of over 14,000 forms the head-quarters of the Kunnatnad taluk and is the principal outlet for the trade of that taluk and the neighbouring

taluks of Thodupuzha and Muvattapuzha and the carrying of the railway to Perumbayur or not far away from it would, besides serving the best interests of traffic, conduce materially to the further development of the country. Among the stations proposed, there is one at Keelamad, a village about two miles to the south-east of Alwaye, and this would serve the traffic of the latter place and Vallacolum.

Under the circumstances set forth, His Highness the Maharaja's Government are of opinion that the interests of this State would be best served by the line resolved on at the meeting of the 22nd January irrespective of the questions of the collection of customs dues, and I request you will kindly move the Madras Government in view to obtain their final approval of this line which, besides being beneficial to both the Native States concerned, is preferred by the Chief Engineer of the Madras Railway on account of the many advantages it possesses in an engineering point of view.

I have not received the plan referred to in the order of the Madras Government.

From the Dewan of Cochin, to the British Resident in Travancore and Cochin, dated Ernakulam, 2nd April 1895, No. 627/P-81.

With reference to your letter, Ref. on C. No. 856 of the 10th March 1895, I have the honour to forward a copy of Mr. Hudson's letter, dated 25th March 1895.

2. This Government would prefer Shoranur to Pattámbi as the junction station with the Madras Railway, because though the distance between each of these places and Trichur would be about the same, yet the principal traffic in passengers and goods on the proposed Cochin Railway would be to and from places east of Shoranur and the adoption of the Pattámbi route would involve the unnecessary carrying of this traffic over 7 or 8 miles of railway between Shoranur and Pattámbi. Besides this a large cattle and grain market is held weekly 5 or 6 miles north-east of Shoranur at Vaniankulam in Malabar, between which and places in Cochin there is a large trade.

3. As to the line to the south of Trichur, this Government is of opinion that the present alignment, which is more inland than the line surveyed in 1871, should be adopted, as the latter would pass through a large tract of paddy lands or kayals (lakes). It is almost parallel as far as Ahlur (described as Ahtur in the minutes and marked as Autur in the tracing) to the other line. If the line from Ahlur should proceed to Mala instead of Shalakudi and then follow the previously surveyed line to Ernakulam, the length of the line between Shoranur and Ernakulam would be a little over 61 miles or, according to Mr. Hudson, 63 miles. If Perumbalur and other places in Travancore are to be served, a branch line may be constructed from the station near Alwaye.

4. As far as the Cochin sircar is concerned, it does not matter much whether the line passes through Mala or Shalakudi, but if it should pass through Shalakudi according to the present alignment, the mileage between Shoranur and Ernakulam and consequently the distance between the junction and the British port of Cochin would be increased by about 10 miles. It may also be noted that if the railway should pass through Mala which is connected with the backwater by a canal, Mala would serve as a station to catch the backwater traffic, and the traffic which would have to be carried by boats to and from Karupadnam if the railway should pass through Shalakudi will be diverted to Mala.

5. As the merchants and inhabitants of British Cochin are interested in the matter, I would suggest that the Chamber of Commerce in Cochin be also invited to express its opinion.

From the Chief Engineer, Cochin Government, to the Dewan of Cochin, Ernakulam, dated Trichur 25th March 1895, No. 319.

In reply to your letter forwarding original papers with plan (already returned as requested) in reference to the new alignment of the proposed Shoranur-Cochin Railway, I have the honour to inform you, as stated in Mr. West's letter No. C/90, dated 29th January 1895, addressed to the Agent and Manager, Madras Railway, "it was unanimously agreed at the meeting that the point of departure on the Madras Railway should be at a point about 1½ miles east of the present Shoranur station."

2. The chief reasons for preferring Shoranur to Pattámbi are—

(1) The largest cattle and grain market in Malabar is held weekly at Vaniankulam about 5 or 6 miles north-east of Shoranur; there is a large trade at this market with places in Cochin territory.

(2) The principal traffic in passengers and goods (timber, grain, &c.) on the proposed Cochin Railway would be to and from places east of Shoranur; although the mileage from either Pattámbi or Shoranur to Trichur would be about the same, the Pattámbi route would involve carrying this traffic over the 7 miles of railway (or 8¼ miles to the new station) between Pattámbi and Shoranur with a corresponding increase of fares, &c.

(3) On the Trichur-Shoranur route the railway would pass through Wadakanchery which is the centre of the taluk where the Tahsildar's, Munsif's, Registrar's, and other offices are situated.

(4) A better junction can be made with the main line of the Madras Railway and a better site for the bridge across the Ponnáni river can be obtained at Shoranur than at Pattámbi.

3. With regard to the line south of Trichur, the reason for taking it further inland was to tap the large village of Ooloor by a station at the junction of the roads at Eddakunni; it was also necessary to avoid the Thomanakoil and Mooreeantha lakes with their valuable paddy fields situated between the Curvanoor river and Iringalakadu which was the objection at this point to the line surveyed in 1871 between Pattámbi and Ernakolam; the line has been proposed to be taken from Eddakunni through Poodukad on to Shalakudi and Unjal, the Travancore frontier.

4. The line could, however, be shortened by branching off at Ahtur or Ahlur and joining the line surveyed in 1871 at Mala and on to Ernakulam.

The distance would then be —

		MILES.
From Shoranur to Ahtur or Ahlur	... ...	36
Do. Mala	.. ..	42
Do. Ernakulam	... ...	63

5. By this route Alwaye would be about 5 miles to the east of this line.

6. A branch line could be made if required to Perambalur, the length of which would be about 12 miles.

7. I may mention here that the black dotted line representing the preliminary survey of 1871 between Pattámbi and Ernakulam does not seem to have been correctly marked on the plan submitted by Mr. West. I therefore beg to enclose a copy of it with the line corrected in dotted green lines showing the crossing at the junction of the Alwaye and Shalakudi rivers (one bridge would serve the two rivers).

8. It will be observed that the 1871 line passes through the isolated piece of Travancore territory named Puthencherra which it would be well to avoid and which would be avoided if the line is taken from Ahlur to Mala.

9. Cochin has no objection to the line shown on the plan south of Shalakudi as it serves Travancore territory; the only thing is the mileage from Shoranur to Ernakulam would be increased from 62 to 72 miles.

10. Ernakulam will be the station for the British port of Cochin and the merchants may raise objections to the increased mileage of the railway as there is no doubt it will affect their interests.

11. As regards the proposal of having no station between Kodakulamkaray and Alwaye, if the line is taken through the isolated piece of Cochin territory named Vellarapully, it will be necessary to keep the line some distance to the east of the Chowerah Palace; this diversion would save about 6½ miles.

12. Alwaye and Chowerah are to the residents of Ernakulam, Muttancherry and British Cochin what Brighton is to London, and it will be to the interests of the people of Cochin to have a station at one or the other of these two places, or at both if possible.

No. 779, Political.

Transferred to the Public Works Department, Railway Branch.

Fort St. George,
6th April 1895.

(Signed) W. FRANCIS,
Ag. Assistant Secretary.

Here ends letter Endorsement from Pol Dept No. 827 dt 17 April 1895 with enclosures.

Order—dated April 1895, No. R., Public Works.

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur station. The actual position of the junction should be fully dealt with in the report accompanying the project estimate. The alignment decided on at the meeting between Travancore, Cochin, and Madras Railway officials, held at Trichur on 22nd January 1895, should be adopted in the present survey, but His Excellency the Governor in Council is of opinion that reconnaissances should be made of the alternative route from Ahlur *vid*

~~TH APRIL~~ 1895, No. 1111R., PUBLIC WORKS.

Mala and Alwaye and of a branch line from Alwaye to Perambalur. The Agent and Manager, Madras Railway, will be requested to report the estimated cost of these reconnaissances, care being taken to utilize, where possible, the work of the present and previous surveys. Care should be taken when locating the terminus at Ernakulam to select a site offering facilities for landing and shipping operations at all states of the tide in the adjoining backwater (True Extract.)

~~Captain, R.E.,~~
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.
" Political Department.

Exd. C. A. Maniswmy.

Spare Copies

(P. 176)

Madras Railway Company.

CHIEF ENGINEER'S OFFICE,
Madras, 29 Jany. 5 189

No. C/90

The Agent & Manager.

S. I. R. Ry.

Shoranur-Cochin Railway.

I beg to advise you that on the 22nd January 1895 the Resident of Travancore and Cochin was good enough to convene a Meeting at Trichur at which were present:—

Mr. H. B. Grigg C.S.I. — Resident of Travancore & Cochin.

M. & S. M. Rly: V. Subramania Pillai } Dewan of Cochin

M. & S. M. Rly: T. Raja Rama Rao — Dewan Peishcar of Cottayam, Representative of Travancore.

Mr. H. W. Hudson — Chief Engineer to the Cochin Government

Mr. H. C. West — Chief Engineer, Madras Railway.

Mr. A. O. Skrine — Executive Engineer in charge of the Shoranur-Cochin Survey

2. The object of the Meeting

was to Consider the relative merits of previously proposed Extensions of the Railway to Erode and to decide upon the best route which the Survey now in progress should follow south of Trichinopoly with a view to the requirements of both the Native States through which the line would pass, & to fix the towns at which Stations should be provided.

It was unanimously agreed that the point of departure on the Madras Railway should be at a point about 1½ miles east of Shoreneur Station — as the gradients, Curves and general configuration of the Country rendered this site specially suitable for a Junction Station, and would secure a very favorable Crossing of the Coleroon River about ½ of a mile above the existing Road Bridge. It may be probably necessary to transfer the

present Shoranur Station to the near
site ultimately.

4. The alternative proposal
to make Puttambi Station the point
of departure was considered, but
was not approved of by either the
Resident or the Dewan of Cochin -
as the Country between this point
and Trichur, although to a great extent
free of hills offered such meagre pros-
-pects of traffic. The ground also at
each side of Puttambi Station has
been examined and it is found
that no suitable site for a Junction
Station could be obtained owing to
the low level of the land, the difficulty
of securing a favorable crossing of
the Ponany River, & the increased
mileage from Shoranur which a Junc-
-tion here would involve.

5. It was also agreed that
line passing through the undermen-

4. The road from (this accompanies the map) would leave the interior of the Pottanga as well as those of the Cochin territories and meet with the sympathy and support of the Government of both States:—

	Distance from Travancore
(1) Mulakaray	5
(2) Wadekanchery	8
(3) Mudarithankad	14
(4) Trichur	20
(5) Ellakunni	24
(6) Cranganore	29
(7) Alleppi	36
(8) Malakadi	40
(9) Kodakulamkarry	47
(10) Chengal (ferry)	53
(11) Perumbalur	56
(12) Reclamation for 4 miles	62
(13) Edapalli	69
(14) Ernakulam (Cochin)	72

6. It will be observed that this route differs materially from

any line previously surveyed or recommended; it occupies a position further inland than the most direct line to Cochin hitherto advocated and is consequently 72 miles in length as compared with the 62 miles on which the previous estimate submitted on the survey was based. It is desirable here to explain that any line of Railway from Shoranur to Cochin must of necessity have through a large area of Paramore as well as Kanjirakkad it would appear that the interests of the former State had not been sufficiently consulted in the alignment followed when the preliminary survey was undertaken in 1901.

7. This point has been satisfactorily settled at the present meeting, and the final location of the line along the Travancore boundary as shown on the map will now be carried out

during the survey in progress as far as
funds will permit. The alignment has
been carefully considered with due
regard to the most important trade
centres, and is unquestionably best
suited to the present conditions of the
country since the first preliminary
survey was undertaken in 1871, or over
24 years ago. Owing to the opening out
of [illegible] the extension of
cultivated area & the general develop-
ment of traffic in grain & forest produce
the route as now fixed, though some
what circuitous in one place commands
itself as the most favourable from all
aspects. The detour entered through
Pembroke is found to be imperative
in order to avoid crossing the
isolated tract of Crown territory
between that town and Allumette and
thus obviate the difficulties in con-
nection with custom dues but it will

accommodate the extensive timber traffic from the north east portion of Launceston.

8. From an engineering point of view also this alignment possesses many advantages as it avoids the crossing of the Esk four times near their mouth after they widen out and fall into the estuaries of Newnham which exist all along the coast. The bridging of these large streams at favorable points as indicated will thus be avoided, and the Station Yard would be at Launceston where nothing would need to be shipped. The Competition from Carriage by Steamer will thus be averted. The country is not difficult except for a short portion between Newnham & Launceston and the adoption of this line will it is hoped result in economy of construction.

9. The officials present at

submit a revised estimate for Construction & final survey of the Eastern Railway now intended to [illegible] appear anxious for the early Construction of the Line, it is hoped that funds will be provided to obtain the present survey that it may be done & estimate for the Completion of Road to the Frontier.

I am Sir &c &c

Signed

Chief Engineer

Nth

Print

Notes of discussion of a Meeting held at the Residency Cochin, regarding the extension of the Madras Railway to Trivandrum via Cochin.

Present.

H. C. West Esqr. – Chief Engineer Madras Railway.
A. B. Grange Esqr. – Executive Engineer in charge of the Survey.
M. R. Ry. V. Subramania Pillai – Dewan of Cochin.
M. R. Ry. T. Raja Varma Row – Dewan Peishcar of Cottayam & Representative of Travancore.
H. C. Madan Esqr. – Chief Engineer Cochin
H. A. Grigg Esqr. – British Resident in Travancore & Cochin.

Note (1). The unanimous opinion of the Meeting was in favor of Shoranur as the point of departure.

Mr. West informed the Meeting that all large bridges will be constructed so as to be adapted for foot passengers and traffic on payment of toll to be

fical by the Railway Authorities in which no demand will be made on the State for any Contribution towards the outlay for Constructing these Bridges.

Note (2). The Remarks have already appeared in the Railway Report

Note (3). If portions of the public Road are taken up for the Railway the Railway Authorities will have effected construction of Road diversions on fresh Sites - Sites would be consulted

II. Station between Shotemer & Tichurst to be at

1. Mr Mulcahy's Toll gate - 5 miles from Shotemer.
2. Mulchinchery is 8 miles from Shotemer
3. [illegible] 6 miles from Tichurst (Junction)
4. Memorandum by agent that no (Tichurst) Station shall be near the Canal station on the nearest spot is where ample land is available

IV. Line from Tricher to Ernakulam.

Stations - Distance from Tricher.

1. Edakunni - at Crossing of roads. serves Mararad Cochin - 4 miles
2. Poorlukad ——— 5
3. Athirr serves Mala (at present) and Ringalakuda ——— 7
4. Thanikudi ——— 4
5. Kalakunthiray ——— 3
6. Chengal ferry - to serve river traffic more especially Cochin ——— 6
7. Circuitous to serve at S. Travancore traffic ——— 3
8. Trichumad - to serve Aluva and Valarkadam ——— 6
9. Eddapally ——— 7
10. Ernakulam ——— 3

52 Total

Ernakulam Aluva Trichur

V. Agreed unanimously that the above line will best serve the interests and elicit the sympathy of both Strikers & that so soon as the trade from Mala to Cochin

at Allikal Junction the expenditure
thereof shall be met by the Company
as hereinafter.

Ernakulam Station to be opposite to
Mattancherry Passenger Jetty to be
thatched and watered and Station to be
enclosed with Cajan and a Gate
as per Sketch so as not to disturb
the Jetty or interfere with the Court build-
ings or the Station can be placed in
North & the Jetty in such manner as
necessary.

(Sd) H.B.G

Trichur
22nd January 1865.

(Sd) H.C.N.C

Second Note that the Station pre-
mises to be leased at Kalakulamkara
may perhaps be with greater convenience
to the Public be located at a Jetty called
which is not far distant.

(Sd) H.B.G.

True Copy

Chief Engineer

No. 1 ... TO E. R. 520 · 995
LETTER No. 5290 W 2-2-95
FROM AM 109

(No II.) 5,000—14-11-85.

No. 5490.95.
109

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 2nd February 1895

From

The *Agent and Manager*
Mr. R. A.

To

The *Consulting Engineer for Railways*
Madras.

SIR,

I have the honour to submit herewith for the information of the Government, a copy of a letter from the Chief Engineer, No 6/90 dated the 29th ultimo, on the subject of the new alignment of the proposed Shoranur-Cochin Railway, which it was decided, should be adopted at the final survey at a meeting of the Travancore and Cochin officials held at the Residency, Trichur, on the 22nd January last. A copy of the minutes recorded at the meeting as well as a tracing showing the old and the new alignments are also enclosed. —

According to the new alignment, which meets with the wishes of both the native States

LETTER N.O. Dec. 1895.

MADRAS RAILWAY

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

States, the length of the proposed line is increased from 61 to 72 miles and a revised estimate prepared on this basis will shortly be submitted.

I have asked the Traffic Manager to prepare a report on the Traffic prospects of the line from Shoranur to Trichur as well as from Pattambi.

I have the honour to be,

Sir,

Your most obedient servant.

Agent and Manager.

520

No. 114. R. dated 1.3.95

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent and Manager Madras Railway with enclosures. } No. 109 dated 2nd February 1895.

A revised plan shewing the proposed route of the railway now being surveyed between the Madras Railway and Cochin will be forwarded to the Resident in Travancore and Cochin who will obtain the views of the two Durbars as to the relative merits of Pattambi and Shoranur as the junction station with the Madras Railway. Full explanation should also be obtained from the Durbars of the advantages which are expected to accrue from the deviation towards Perambalur which adds 10 miles to thelength of the line and avoids Alwaye altogether. It should further be pointed out that if the collection of dues is the only reason for the deviation, the difficulty can be avoided by having no station between Kodakulandai and Alwaye. His Excellency the Governor-in-Council observes that the present alignment is carried more inland than was the case in the survey of 1891, and that no particular reasons are given for such a great deviation. If however the new route is supported by both Durbars no objection will be raised to their recommendations.

To the Resident of Travancore & Cochin through the Political Secretary

23/2/95 19/2/95

CHIEF SECRETARY'S RECORDS
GOVERNMENT OF MADRAS

No. 114. R. dated 1.3.95

13/3

No. 1048/D.W

Huzur Cutcherry
Trevandrum, 24th March 1895

From The Dewan of Travancore

To The British Resident
in Travancore and Cochin

Sir,

I have the honor to acknowledge your letter Ref: its C. No. 856 dated the 10th Instant with its enclosures received here on the 16th Instant and your telegram of the 22nd idem.

With regard to the starting point of the Railway, viz, whether it should be Shoranore or Pattambi and its course up to Trichur His Highness' Government have hardly any remarks to offer. They however observe from the Chief Engineer's letter to the Agent and Manager, Madras Railway, which forms one of the enclosures to your letter that Shoranore has far greater facilities for a Junction Station than Pattambi and that the prospect of traffic on the Pattambi route are very meagre.

In respect of the line this side of Trichur, it seems to me that there can be no difference of opinion in regard to the desirability of avoiding competition with the cheap backwater communication along the coast and at the same time securing the inland traffic of the Country. The interior Taluks

of North Travancore as you observe in para 65 of your Review of the Administration Report for 1068 abound in rich soil and steps are now being taken to open them out. A northern Railway such as the one proposed to be of any real benefit to this State, should be within easy reach of those taluks if it does not traverse them. Perumbavur situated in the Proverthi of the same name containing a population of over 14000 forms the head quarters of the Kunnathnad Taluk and is the principal outlet for the trade of that taluk and the neighbouring taluks of Thodupuzha and Muvattupuzha and the carrying of the Railway to Perumbavur or not far away from it, would besides serving the best interests of traffic, conduce materially to the further development of the Country. Among the Stations proposed, there is one at Keelanad a village about 2 miles to the Southeast of Alwaye and this would serve the traffic of the latter place and Vallacshum.

Under the circumstances set forth His Highness the Maharaja's Government are of opinion that the interests of this State would be best served by the line resolved on at the meeting of the 22nd January irrespective of the question of the Collection of Customs dues and I request you will kindly move the Madras Government in view to obtain their final approval of this line which besides being beneficial to both the Native State concerned, is preferred by the Chief Engineer of the Madras Railway on account of the many advantages it possesses in an engineering point of view

I have not received the plan referred to in the order of the Madras Government.

I have &c
(Sgd) Shungara Subbier
Dewan

(True Copy)
F. W. Dawson Capt
Assistant Resident

Ord

Enclosure No 1 to letter
Ref: on Circuit No 17 of 95
from the Resident in Travancore
Cochin and Cochin

Regarding the Route of the
proposed railway from
Shoranur to Cochin

Dis S.R
2833/95

P.W.D.
461

No 627
P. 81

Huzur Cutcherry
Ernakulam
2nd April 1895

To

H. B. Grigg Esquire C.I.E
British Resident in Travancore and Cochin

Sir,

With reference to your letter Ref: on e No 85-6 of the 10th March 1895. I have the honor to forward a copy of No. Hudson's letter dated 25th March 1895.

2. This Government would prefer Shoranur to Pattambi as the junction station with the Madras Railway, because, though the distance between each of these places and Trichur would be about the same, yet the principal traffic in persengers and goods on the proposed Cochin Railway would be to and from places east of Shoranur, and the adoption of the Pattambi route would involve the unnecessary carrying of this traffic over seven or eight miles of railway between Shoranur and Pattambi. Besides this, a large cattle and grain market is held weekly five or six miles north east of Shoranur at Vaniamkulam, in Malabar, between which and places in Cochin there is a large trade.

3. As to the line to the south of Trichur, this Government is of opinion that the present alignment

which is more inland than the line surveyed in 1871 should be adopted, as the latter would pass through a large tract of paddy lands or Kayals (lakes). It is almost parallel as far as Ahlur (described as Alur in the minutes and marked as Aulur in the tracing) to the other line. If the line from Ahlur should proceed to Kala instead of Shalakudi and then follow the previously surveyed line to Ernakulam, the length of the line between Shoranur and Ernakulam would be a little over 61 miles or according to Mr. Hudson 63 miles. If Perumbalur and other places in Travancore are to be served, a branch line may be constructed from the station near Alwaye.

4. As far as the Cochin Sirkar is concerned, it does not matter much whether the line passes through Kala or Shalakudi, but if it should pass through Shalakudi according to the present alignment, the mileage between Shoranur and Ernakulam and consequently the distance between the junction and the British Port of Cochin, would be increased by about 10 miles. It may also be noted that if the Railway should pass through Kala, which is connected with the backwater by a canal, Kala would serve as a station to catch the backwater traffic, and the traffic which would have to be carried by boats to and from Kanjakam, if the railway should pass through Shalakudi, will be diverted to Kala.

5. As the merchants and inhabitants of British Cochin

Cochin are interested in the matter, I would suggest that the Chamber of Commerce in Cochin be also invited to express its opinion.

I have &c.
(Sig.d) V Subramanya Pillai
Dewan.

No. 319
1895.

Chief Engineer's office
Trichur, 25th March 1895

The Dewan of Cochin
Ernakulam

Sir,

In reply to your letter forwarding original papers with plan (already returned as requested) in reference to the new alignment of the proposed Shoranur-Cochin Railway.

2. I have the honor to inform you as stated in Mr. West's letter No. C/90 dated 29th January 1895 addressed to the Agent and Manager Madras Railways "it was unanimously agreed at the meeting that the point of departure on the Madras Railway should be at a point about 1½ miles east of the present Shoranur Station"

3. The chief reasons for preferring Shoranur

at the Junction of the Alwaye and Thalakadi Rivers (one Bridge would serve the two Rivers).

9. It will be observed that the 1871 line passes through the isolated piece of Travancore territory named Puthencherra which it would be well to avoid, and which would be avoided if the line is taken from Aukaloor to Mala.

10 Cochin has no objection to the line shown on the plan south of Thalakadi as it serves Travancore Territory, the only thing is the mileage from Shoranore to Ernakulam would be increased from 62 to 72 miles.

11. Ernakulam will be the station for the British port of Cochin and the merchants may raise objections to the increased mileage of the Railway as there is no doubt it will affect their interests.

12. As regards the proposal of having no station between Kodakalangara and Alwaye, if the line is taken through the isolated piece of Cochin Territory named Vellarapilly it will be necessary to keep the line some distance to the east of the Chowerah Palace, this diversion would cause about 6½ miles.

13. Alwaye and Chowerah are to the residents

residents of Ernakulam, Puttancherry, and British Cochin, what Brighton is to London, and it will be to the interests of the people of Cochin to have a station at one or the other of these two places, or at both, if possible.

I have &c

(Sigd) H.W. Hudson Jr. Asst: C.E.
Chief Engineer
Cochin Government

(True copy)

(Sigd) V. Subramanya Pillai
Dewan.

(True Copies)

F. W. Dawkins Capt.
Assistant Resident

WD

Enclosure No II to letter Ref: on Circuit
No. 17 of 95 from the Resident in Travancore
and Cochin.

Ref: on Circuit No 17 of 95

461

Resident's Office on Circuit
Cochin, 3rd April 1895.

From

H. B. Grigg Esquire Mc. A.C.S.C
Resident in Travancore and Cochin

To

The Honorable Mr. J. F. Price C.S.I
Chief Secretary to Government
Fort Saint-George

Sir,

With reference to G.O. No. 114 M dated 1st March 1895 I have the honor to submit herewith for the information of Government Copies of letters from the Dewans of Travancore and Cochin Nos. 1098/P.W and 627/P.81 of the 24th idem and the 2nd Instant respectively containing their views on the proposed route of the Railway now being surveyed between the Madras Railway and Cochin. With reference to the concluding portion of the letter from the Dewan of Cochin I beg to add that I am addressing an urgent communication to the Chairman of the Chamber of Commerce of British Cochin in order to obtain the views

Ow 8.1
2833/95

Regarding the route of the proposed railway from Travancore to Cochin.

1895
P&R Dept
Enclosure No. 2
To
G.O. No. 461

No. 2833

Rdt No. 779

Transferred to the Public Works Department, Railway Branch.

Fort St George 6th April 1895
W. Francis
Asst. Secretary

Chief Sec. to Govt. 8.4.95

Rly Branch 8.4.95

Endn 3 (plan)

From

The Resident
Travancore & Cochin

To

The Chief Secretary to Government
Fort Saint George

Dated 3rd April 1895.
Read 6/4
Recd. 8.4.95
Rejd. 17 of 1895.
No. of Enclosures. 2 and plan.

CHIEF SECRETARY'S
6 APR. 1895
GOVERNMENT OF MADRAS

Shoranoor Ernakulam Railway—

Forwards copies of letters from the Diwans of Travancore and Cochin regarding the route of the proposed—

To

The Public Works Dept
Ry Branch

(10?

Chamber of Commerce
Cochin, 10th April 1895

Captain F. W. Dawson
Asstt: Resident, Bolghatty

Sir,

I have the honor to acknowledge receipt of your letter of the 4th instant enclosing copy of letter from the Chief Engineer to the Agent and Manager Madras Railway together with a tracing with regard to the proposed Railway from Shoranoor to Ernakulam.

In reply there to I beg to inform you that the subject was discussed at a meeting of this Chamber held this morning, and I am instructed to inform you that the proposed route meets with the approval of the Chamber, but they would suggest that when the site of the terminus at Ernakulam is being decided on due consideration should be given to its position in regard to the depth of water in the adjoining backwater, so that landing and shipping operations may be practicable at all states of the tide, and the necessity for dredging thereby obviated.

I have &c
(Sd) E. H. Black
Honorary Secretary

(True copy)

F. W. Dawson Capt
Asstt: Resident
in charge.

Enclosure no. I to Resident's letter
Ref: on circuit no. 23 of the 11th April
1895.

A

No 336 Rdy 7-5-'95

Pols E. I.
3067/95

DESPATCHED
15 MAY. 95

Copy of a letter containing the views of the Cochin Chamber of Commerce approving the new alignment for the Shoranoor-Cochin Railway.

Political
5
496

Ref: on circuit no. 23.

Resident's office on circuit
Cochin, 11th April 1895

From

Captain F. W. Dawson
Asstt: Resident in Charge
Travancore and Cochin

To

The Honorable Mr. J. J. Price C.S.I.
Chief Secretary to Government
Ootacamund

Sir,

In continuation of my letter Circuit no. 17 of the 3rd April 1895, I have the honor to submit herewith for the information of Government Copy of a letter dated the 10th idem from the Honorary Secretary to the Chamber of Commerce in Cochin containing the views of that body on the route of the proposed Railway from Shoranoor to Ernakulam, and with reference to the concluding portion thereof to state that from enquiries made I understand that there is always sufficient water in the backwater opposite to the site selected, at all states of the tide, to accomodate laden Cargo boats.

I have the honor to be
Sir
Your most obedt. servant
F. W. Dawson Capt.
Asstt: Resident
in Charge.

1895

Political Department

From

The Asstt: Resident in charge
Travancore & Cochin

To

The Chief Secretary to Government
Cotacamund

Dated 11th April 1895
Received 15— " " 1574/95
Regd 15— " "

Ref: on circuit No. 23
Enclosure 1

Forwarding copy of a letter containing the views of the Cochin Chamber of Commerce on the new alignment for the Shoranur Cochin Railway.

3047

Endt No. 827

Transferred to the Public Works Department, Railway Branch, in continuation of endorsement dated 6th April '95, No. 779.

Lionel Davidson
Under 17/4
Ag Assistant Secretary

C.S. 16.4.95

Cotacamund
17th April 1895 Encls 1
Recd: 19.4.95

A. No 336 Rd 17-5-'95

To

the Public Works Deptt (Rly Branch)

W.E

H.E
Secretary

Dear

Please get this G.O. printed as quickly as possible.— Proof [illegible] to be printed in French.

[illegible] 6/5 — 7/5

As you are numbering the papers will you number this also

12/6 4/5

Madras, 27 May 1895

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

THE MADRAS GOVERNMENT.

2/5

again
READ the following

Ry No. 114R of 18th March 1895

Reads also

— " — 779 of 6 April 1895

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur Station.— The actual position of the junction should be fully dealt with in the report accompanying the project estimate.— The alignment decided on at the meeting between Travancore Cochin and Madras Railway officials

1895

Political Department

From

The Asstt: Resident in
Travancore & Co

To

The Chief Secretary to Govt
Ootacamund

Dated 11th April 1895

Received 15 " " " 1574/95

Ref: on circuit No. 23

Enclosure 1

Recd: 19-4-95

Forwarding copy of a letter containing the views of the Cochin Chamber of Commerce on the new alignment for the Shoranur Cochin Railway.

A. No 336 Rd/7-5-'95

To

the Public Works Deptt (Rly Branch)

No. 336 R 27 May 1895

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
READ the following

Progs. of the Madras Govt: P. W. Deptt: — No. 114 R dy 18th March 1895

Read also

Political Department Endorsement with enclosures — No. 779 dy 6 April 1895

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur Station. The actual position of the junction should be fully dealt with in the report accompanying the project estimate. The alignment decided on at the meeting between Travancore Cochin and Madras Railway officials

officials held at Trichur on 22nd January 1895. should be adopted in the present survey, but His Excellency the Governor in Council is of opinion that preconnaissances should be made of the alternative route from Athur via Mala and Alwaye, and of a branch line from Alwaye to Perambalur.- The Agent, Travancore Railway will be requested to report the estimated cost of these preconnaissances, care being taken to utilize where possible the work of the present and previous surveys. Care should be taken when locating the terminus at Ernakulam ~~at the shipping separation~~ to select a site offering facilities for landing and shipping operations at all states of the tide in the adjoining backwater.-

A

No. 336 Rly 7 May 95

16/4/95

To
The Agent, Travancore Railway
-4- Ext G. Reference
-4- Political Dept.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 321, dated _____ 193 .

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender	Date returned.	Initials of attender.
	Department	C. No	Year			

Registered
3 XII 65

"with an Apothecary travelling in the former as suggested
"in para 6 of the Acting Sanitary Commissioner's report
"on each train carrying over 200 passengers (only
"required at festival times) we should have to increase
"our rolling Stock and Medical Staff. It seems
"to me the difficulty might be met in a simpler
"and less expensive manner by halting Special
"trains carrying pilgrims at certain intervals or
"at principal Stations, for 30 minutes during which
"time the Company's Apothecaries could carry on a
"cursory examination of the passengers and the
"passengers themselves be able to visit the latrines,
"or what would be better, some grounds near by,
"with trenches ready made, set apart for their use.

"It might also be considered advisable
"to have some bottles of Cholera Mixture available
"in the Chief Guard's van, which the guards could
"give out in prescribed doses when necessary,
"in the initial Stage of a Choleraic attack, this
"might have some beneficial effect."

"In Conclusion, I beg to assure you that
"the subject is one which will continue to receive
"my careful attention."——

With reference to the foregoing I am
of opinion that the procedure adopted by the
Railway Company is in the right direction,
and on the most practical lines possible, under
the circumstances only a general supervision
of such crowds as frequent the Railway
premises and trains at Festival times can be
attained, and to attempt anything more
would involve not only so serious an
interference with the travelling public as to
result in their avoiding the Railway, but
would entail a very considerable increase in the
Company's working Expenses in the matter of
Rolling

Rolling Stock and Staff, without adequate result.

I believe that a Labrine Carriage attached to a train would in many ways be more harmful than its absence, and an ambulance Carriage would certainly scare many pilgrims into the most desperate straits before they would submit to being incarcerated in such a vehicle.

I think that during Festivals more might be done, and with greater advantage on the lines on which the Railway administration now works, if the Company's Superintending Physician, and the Government Medical Officers in charge of the respective Districts traversed by the Line of Railway, put themselves before hand in Communication and conjointly agreed on the measures that could best be taken with the staff and materials at their command to combat the epidemics and the insanitary influences at work, or expected.

I have the honor to be,
Sir,
Your most obedient Servant

J. H. Le Mesurier
for Ag: Agent.

Gen A

1 3760 95
A 797 30.8.95

No. 590 R. dated 20.9.95.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Read Report from the Sanitary Commissioner of Madras, --

No. 890/5 dated 3rd May 1895.

Letter from the Agent and Manager, Madras Railway, No-

1628 dated 11th July 1895, with enclosure

Letter from the Agent, South Indian Railway, No. 797 dated

30th August 1895.

Order thereon, No. 590 R dated 20. 9. 95-

The Sanitary Commissioner -

in the report above quoted enters a -- strong protest on the pilgrim traffic of the South Indian Railway as regards Overcrowding

Failure to detect and treat pilgrims - suffering from Cholera.

and suggests need of Latrine carriages and Ambulance carriages.

2. Regarding the first complaint it appears to His Excellency the Governor - in Council that the reports reveal the great insufficiency of the rolling -- stock and desires the attention of the Railway Administration be drawn to this

It

It also appears desirable that pending the construction of more carriages, arrangements should be made to obtain by ~~hire~~ hire or otherwise third class carriages from the Southern Mahratta Railway -- during times of much traffic.

3. Certain proposals are before the Government of India to allow the use of Covered Wooden Wagons in emergencies-- but this should not delay the provision of third class carriages above alluded to.

4. ~~The accusation of failure to detect and segregate pilgrims suffering from cholera~~ That failure to detect and segregate pilgrims suffering from cholera, has occurred does not appear to be borne - out by the reports, but it seems desirable to make a trial of attaching - one ambulance carriage or to reserve 2 compartments (one for each sex) on a - pilgrim train and to provide the guard with ~~prescribed remedies.~~ the necessary remedies -

5. This system would supersede the -- present one of removing all the passengers from a carriage in which there is a detected patient and which system is tantamount to converting ~~turning~~ that carriage into an ambulance carriage besides causing great inconvenience ~~or~~ and discomfort to the healthy passengers.

6. As regards the supply of latrine - carriages the evidence goes to show that it is practically impossible, and that the best way to deal with the -- wants of passengers in pilgrim trains- is to stop the train btween stations at convenient places where trenches -- should

should be dug and screens erected and sweepers provided.

7. In view of the profit directly derived by the Railway from this traffic- it appears to His Excellency the Governor in Council that except in cases - of wealthy Municipalities, it should- devolve on the Railway Company to provide both the latrine accommodation - referred to above ~~noticed~~ as well as temporary -- cholera camps for the treatment of -- patients on removal from the train at places where no regular hospitals -- exist.

W 13-9-95

3711 R.
13/9/95
19/9/95

2 Notifications
Papers
Issue

3711 19/9

To The Commissioner of Police
" Sanitary Commissioner
" Local & Municipal Depts.

R. Form No. 7

TELEGRAM Urgent / Ordinary / Deferred

SERIAL No. 15

FROM ~~R.~~ Repletio (Secy: to the Govt. of Madras) Ootacamund

To Aspatrio (Colonial Secretariat) Colombo

No 12. Rf Eroganda (By order) Infuscum (Government of India) Mr Hodson (Ejaculate) (will arrive on) Majima (Full moon) 5th next) to serve on Com. mittee

C

30/5/26

Despatched 30/5

500—11 5 94

FORM No 20.

SERIAL No. 40

~~URGENT~~ ~~ORDINARY~~ DEFERRED

TELEGRAM

7/9

FROM E.R.

TO Agent SIRY Madras.

SERIAL No. 17

DEPARTMENT.

BRANCH

Shall arrive Erode ~~at~~ 4 ~~Tuesday~~ Wednesday morning Kindly ~~send~~ ~~carriage for James~~ ~~to Tuticorin~~ ? I will inspect Residency on Thursday morning & you arrange enquire & take me on to Tuticorin

Secretary Colombo

June 1896.

C

directed

3075

Received the

12A.. Erogandà (By order of) Inspecteur (Government of India) Hodson Ejaculor (will arrive on) Majuma (June 5th next) to serve on Committee —

R Form No 11

No. 3712

Government of Madras.

SERIAL No. 17

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE Colonial Secretary

Colombo

Ootacamund 8th June 1896.

SIR,

I am directed to inform you that I despatched the following telegram to your address on the 30th ultimo.—

12A.. Erogandè (By order of) Inspecteur (Government of India) to Hodson Ejaculor (until arrivéon) Majuma (June 5th next) to serve on Committee—

No 3718 Eg 5th June 1896

SERIAL
No.

All communications should be addressed to the Secretary

*No.*1271 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

Simla, the 23rd May 1896.

Sir,

In continuation of Public Works Department telegram No.1249 G., dated 19th instant, I am directed to state that while Mr. Wodson is in the service of the Ceylon Government he will receive the pay of a Superintending Engineer 1st. class, namely Rs.1,000 together with the exchange compensation allowance due under the rules, and deputation allowance under Article 99, Civil Service Regulations.

He may draw advances of salary, as required by him, within these amounts. His pay will be finally audited in this country on his return, the Colonial Government being debited with the balance due after deducting advances received.

2. Mr. Wodson will also be entitled to travelling allowances for the journey by steamer and rail, and for necessary halts while on duty, such travelling allowances will be dealt with finally by the Colonial Government.

I have the honour to be,

Sir,

Your most obedient servant,

G. Walker

Under-Secy. to the Govt. of India.

Documents accompanying:-

..W. CURR... No. 4959

Recd: 1. 6. 96

(R) Form No 3

No. 508R dt 4/6/96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

1
2

PROCEEDINGS OF THE MADRAS GOVERNMENT.

No. 19

READ the following

Letter from the Govt: of India P. W. Deptt:— } No. 1271 G dt 22nd May 96

Communicated to the Examiner P.W. Accounts in continuation of G.O. No. 466R dt 27th May 1896.—

Rly No. 1016

for R

To
The Examiner P. W. Accts. ✓
The Secy: to Govt of I. W. Deptt. ✓
C.W. Haddon Esq. ✓

Despatched on 11.6.96

Hf No 508. R dated 11.6.96

17/6 2c/16/6

For the information of Railway Officials only.

THE CEYLON GOVERNMENT RAILWAYS.

WORKING TIME TABLES

FROM

DECEMBER 17, 1895,

And until further notice,

FOR

MAIN LINE—Colombo to Nawalapitiya and Bandarawela;

BRANCH LINES—Peradeniya and Kandy to Matale; Polgahawela to Kurunegala;

COAST LINE—Colombo to Wharf, Galle, and Matara.

COLOMBO.

H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

1895.

THE CEYLON GOVERNMENT RAILWAYS.

All previous issues of the Working Time Tables and Addenda are hereby cancelled.

The line between Nawalapitiya and Bandarawela inclusive is herein referred to as the Bandarawela line.

Each Member of the Staff connected with the working of the Railway is required to make himself thoroughly acquainted with the subjoined Rules and Regulations.

Particular attention is directed to the arrangements for working the line by Pilotman in cases of obstruction.

The attention of all concerned is specially directed to the changes made in the formation of the Trains, and to the altered methods of working.

SPECIAL INSTRUCTIONS FOR WORKING TRAINS DOWN INCLINES.

The greatest caution and vigilance must be observed by the Engine Drivers and Guards in working down Inclines, and under no circumstance may lost time be made up on a descending gradient. The prescribed speed must be uniformly maintained throughout.

IMPORTANT NOTICE.

It is the duty of Station Masters to give the order to admit Trains into their Stations and to see that the points and lines are right before giving such order to admit Trains. They are also responsible for the correct working of the Signals, and will be held accountable for any accident arising from a neglect of these duties.

The Officer in charge of the Station for the time being shall be considered to be the Station Master.

FIXED SIGNALS.

In connection with rules 48 to 56, pages 10 and 11 of the Rules and Regulations issued in 1893, it is hereby notified for the information of all concerned that—

1. Except for Down Trains approaching Hatton there are no "Distant" Signals upon this Railway within the meaning of rule 55.

2. The Signals placed outside Station limits and now frequently miscalled "Distant" Signals are "Home" Signals to which rule 50 applies.

3. The Signals on Station platforms are not Home Signals; they are merely indicators for the guidance of the pointsmen, but (except for shunting purposes) these Signals must never be passed when at Danger.

4. Where Station Signals (as in clause 3 hereof) are not supplemented by Home Signals outside the Station limits, as at Mahara for Up Trains and Alagalla for Down Trains, approaching trains must be brought to a stand not less than 200 yards outside the most distant points in that direction, unless the Signal is lowered to admit them.

5. At stations where there is only a Home Signal in one direction and no Station Signal, as at New Péráleniya, trains approaching the unprotected side must stop 200 yards outside the platform, unless signalled forward by proper Hand Signal.

6. The only Starting Signals on the line are at Maradána Junction for Down Trains leaving that Station.

I.—REGULATIONS FOR WORKING KANDY, PERADENIYA, POLGAHAWELA, MAHARA, MARADANA, FORT, AND MATARA JUNCTIONS.

JUNCTION SIGNALS.

SIGNALS at all Junctions, and the Distant Signals connected with them, must always be kept at **Danger**, except when taken off to allow a Train to pass. When a Train approaches a Junction the Signalman must ascertain whether the line on which the Train has to run is clear, and if so he must then exhibit the proper Signals for it to proceed. Immediately the Train has passed the Signals must be again put to **Danger**.

Kandy Station.

1 **Home Signals** only are placed at this Station

Up Trains approaching Kandy Station must **whistle** as follows:—

Passenger Lines—**One long whistle.**
Goods Lines—**Two long whistles.**
Mátalé Line—**Three long whistles.**

Peradeniya Junction.

2 The Junction approached from Colombo is called the **West Junction.** The Junction approached from Kandy is called the **East Junction.** The Junction approached from Náwalapitiya is called the **South Junction.**

3 Each Junction is protected by a Semaphore Home Signal, which must not be passed when at danger. (See paragraphs 6 and 7.)

4 Each Junction is also provided with a Semaphore Signal in the opposite direction, situated as nearly as possible midway between the Junctions. These Signals are supplemented by fixed auxiliary Signals, placed 50 yards in advance of them, and Trains and Engines passing between Junctions must stop **Dead** at the Auxiliary Signals, unless the proper Semaphore Signal is lowered for them to proceed.

5 **Whistles** approaching the West and South Junctions:—

For Loop Line—**One long whistle.**
For Kandy Line—**Two long whistles.**

Whistles approaching the East Junction:—

For Colombo Line—**One long whistle.**
For Nánu-oya Line—**Two long whistles.**

6 All Trains must approach and pass through the Junctions cautiously, and the Drivers must be prepared to act promptly in accordance with such Signals as may be exhibited.

7 The Drivers of Trains passing through the Loop must bring their Trains to a stand 50 yards from the Junction Points, unless ordered forward by the **Station Master personally.** After dark the Drivers will comply with Hand Signals shown from the Junction Points.

Polgahawela Junction.

8 Trains to and from the Kurunégala Branch—**Two whistles.**
Main Line Trains—**One whistle.**

Mahara Junction.

9 The Junction points must be kept locked, and only be opened to allow Trains to pass to or from the Quarry Branch.

Main Line Trains.—**Up Trains** will give **One long whistle** when approaching the Junction.

Mahara Quarry Trains.—Up Trains approaching Mahara Junction must give **Two long whistles,** and on receiving the **All right** Signal must draw on to the Branch Line. Down Trains must stop **Dead** at the Signal on the Quarry Branch, and must not pass on to the Main Line until the Driver has received the Main Line Train Staff or Staff Ticket, and the signal is lowered.

Trains will run with Train Staff only between the Junction and Quarry.

Maradana Junction.

10. The Signals placed at this junction are Stop Signals, which must not be passed when at danger.

Down Trains leaving the Junction from Lines on the left-hand side of the Station platform are controlled by the Starting Signal placed upon the left-hand side of the Coast Line—the top arm for the Coast Line; the lower arm for the Engine Shed.

Down Trains leaving from Lines on the right-hand side of the Station platform are controlled by the Starting Signal placed upon the right-hand side of the Main Line.

Whistles:—

Colombo Passenger Lines—**One long whistle.**
Colombo Goods Lines—**Two long whistles.**
Wharf and Coast Line—**Three long whistles.**
Engine Shed—**One short and one long whistle.**

Up Trains approaching the Junction from the Colombo Yard are controlled by the Signal which is situated on the left hand side of the Line between No. 4 Signal-box and the Maradána bridge.

Up Trains approaching the Junction from the Coast and Wharf Lines are controlled by (1) a Signal near the canal bridge, which protects the south approaches to the new Engine Shed; (2) a Signal near the turntable, which protects the operations at No. 4 Signal-cabin; and (3) a Signal 40 yards south of the Maradána Junction bridge, which protects Trains at the Junction Station. These Signals are not to be passed when at Danger. The lowering of one Signal only indicates that the Line is clear to the next Signal. The lowering of an intermediate Signal does not give permission for one at Danger to be passed.

Train from the Coast Line requiring to go to the Main Line side of platform at Maradána Junction must stop clear of the crossing at No. 4 Signal cabin and take the Main Line there.

Whistles:—

For Main Line side of platform—**One long whistle.**
For Coast Line side of platform—**Two long whistles.**

The speed of Shunting Engines is not to exceed **Six miles** an hour through the Colombo Station Yard.

Fort Junction.

11 **Home Signals** only are placed at this Junction.

Coast Line Trains must give **One long whistle** when approaching the Junction Signals.

Up Trains must be prepared to stop clear of the road gates when the Semaphore Signal is at **Danger.**

Up and **Down Trains** coming off or going on to the **Wharf Line** must give **Two long whistles** when approaching the Junction Signals.

Matara Junction.

Trains leaving Galle for Main Line—**One whistle.**
Trains leaving Galle for Mátara Line—**Two whistles.**
Main Line trains approaching Galle—**One whistle.**
Mátara Branch trains approaching Galle—**Two whistles.**

II.—REGULATIONS FOR WORKING BY TRAIN STAFF AND TICKET.

Exceptions to these rules are made in the case of obstructions necessitating the working of the Line by Pilotman (Section III.) and for working the Night Mail (Section IV.), which see.

THE Traffic Superintendent personally has authority to order that trains may in case of emergency be run without Staff or Ticket; but this authority is not extended to any other officer.

Drivers and Guards are hereby directed to act upon instructions issued by the Traffic Superintendent to proceed without Staff or Ticket.

All such orders will be addressed from the Traffic Superintendent personally, thus:—

"From A. G. Perman, Traffic Superintendent, to ————."

and no order in any other form is to be accepted.

The Driver will report and deliver telegram immediately on arrival in shed.

1 A Train Staff or Train Staff Ticket must be carried with each Train or Engine, and without this Staff or Ticket no Train or Engine must be allowed to travel on the Line.

2 No Train or Engine must be permitted to leave any Staff Station unless the Staff for that portion of the Line over which it is to travel is then at the Station.

3 At Stations where Trains have to cross each other, all Signals must be kept at **Danger,** except when required to be taken off to admit a Train; and when Trains which have to cross each other are approaching the Station in opposite directions, and the Signals have been taken off for one Train, they must not be taken off for the other Train until the first one has come to a **Dead stop,** and the Pointsman has seen that the Line on which the other Train will arrive is quite clear.

4 The person in charge of the Station for the time being is the sole person authorized to receive and deliver the Staff or Ticket.

5 When a Train or Engine is ready to start from a Station, and no second Train or Engine is intended to follow before the Staff will be required for a Train in the opposite direction, it is the duty of the person in charge of the Station to give the Staff to the Engine Driver, who will place it in a socket provided for that purpose on the Engine.

6 If other Trains or Engines are intended to follow in succession before the Staff can be returned, a Ticket indicating that the Staff is following must be given by the person in charge of the Station to the Engine Driver of the first Train or Engine, **the Staff for the Section being shown to him,** and so on with any other Train or Engine, except the last, the Staff itself being given to the Engine Driver of the last Train or Engine, as directed in Regulation 5. The person who gives the Ticket to the Engine Driver must satisfy himself that the Train has gone forward with such Ticket, and that "T. A. arrived" for that Train has been telegraphed from the Station in advance, before he allows another Train to follow. After the Staff has been sent away no other Train or Engine must, under any circumstances, leave the Station to follow in the same direction until the Staff for that Section has been returned. The

Station Master in charge of the Staff at Crossing Places must satisfy himself that the Train running in the one direction has arrived complete before handing over the Staff to the Engine Driver about to travel in the opposite direction.

7 No Engine Driver with a Train or Light Engine must leave a Station until he has received the Staff or Ticket as proper for that Section of the Line over which he is about to travel, **and as booked for his particular Train or Engine,** and he must not take the Staff or Ticket from any other than the person in charge of the Station for the time being. After receiving the Staff or Ticket he must not start until the proper Signals have been exhibited, and when with a Train, until a Signal has also been given by the Guard. On arriving at the Station to which the Staff or Ticket extends, such Staff or Ticket must immediately be given up to the person in charge of the Station, and the Tickets afterwards dealt with as the latter may be instructed by the Traffic Superintendent.

Whenever, in consequence of special arrangements, a Train Ticket is given to a Driver where in ordinary course he should receive the Train Staff, the Ticket must be endorsed, showing the reason for the departure from the booked arrangement; and in like manner, when the Train Staff is given to a Driver where in ordinary course a Ticket should have been given, it must be accompanied by a memorandum, dated and signed by the Station Master, showing the reason for the departure from the booked arrangement.

8 An Engine Driver will render himself liable to dismissal if under any circumstances he leaves a Staff Station without the Staff or Ticket **for the Section over which he is about to travel,** or if he leaves with a Ticket without having also seen the proper Staff.

9 Each Staff has engraved or marked on it the name of the Staff Station at each end of the Section to which only it applies. The Staff Boxes and Tickets for the different Sections are painted and printed in different colours. Relief staves are stamped "Relief" on one side, and are labelled on the other side with particulars of the Section for which they are for the time being available.

10 Tickets must be kept in the proper Ticket-box, fastened by an inside spring, the key to open the box being the Staff for the same Section as the box, so that if the Ticket-box is kept locked, for which the person in charge of the Station will be held strictly responsible, access to the Tickets cannot be obtained unless the proper Staff for the Section is then at the Station.

11 All spare Tickets must be kept under lock and key, and in the care of the person in charge of the Station.

12 The Staff, when at the Station, must not be kept in the box, but on the brackets outside of it.

13 Engine Drivers must be extremely careful not to take a Staff or Ticket beyond the Station at which it ought to be left.

14 When a Special Train or Engine has to be run **without previous notice,** the usual "Special Train" Tail Signal must, when

practicable, be attached to the preceding Train, for the guidance of the Platelayers and others employed on the Line.

15 When Trains are assisted by a second Engine in the front, the leading Engine must carry the Staff or Ticket; but when the assistant Engine is behind, pushing the Train, the Train Engine must carry a Ticket and the assistant Engine the Staff, except in cases where the Train and assistant Engine are travelling over the entire length of the Section, and have to be followed by another Train or Engine, when the Train and assistant Engine must each have a Ticket. When the assistant Engine is intended to return to the Station from which it started, without running through the entire Section, it must always carry the Staff.

16 In the event of an Engine which carries the Staff breaking down between two Stations, the Guard in charge of the Train will be held responsible for the proper protection of his Train until the same can proceed on its journey. The Fireman must take the Staff to the Staff Station in the direction whence assistance can be obtained or is expected, in order that the Staff may be at the Station on arrival of the assistant Engine. Should the Engine that fails carry a Ticket instead of a Staff, assistance should come from the Station at which the Staff has been left; but if assistance can be more readily obtained at a Station other than that where the Staff is, the procedure should be as provided in regulation 17, except that it will be to the Fireman who is going for assistance that the Guard will give the written permission for his return with the assistant Engine. The Fireman must accompany the assistant Engine to the place where he has left his own Engine.

17 When a Train or portion of a Train is left upon the single line from accident, or inability of the Engine to take the whole forward, the Engine Driver must not, if he be in possession of a Ticket, return for it except by written instructions from the Guard; and the Guard must continue to protect his Train. If the Engine Driver be in possession of the Staff, he may return to his Train without obtaining instructions from the Guard authorizing him to do so.

18 Should the accident be of such a nature as to block the Line and stop the traffic for any considerable time, special arrangements must be made for working the Trains to and from the point of obstruction on each side. The Train Staff Regulations must be carried out on that side where the Staff is at the moment of the accident, and on the other side the traffic must be conducted by a Pilotman, to be appointed by an order in writing, and the person in charge of each end of the Section worked by the Pilotman must be supplied by the Officer appointing the Pilotman with a copy of such order. (See section III.)

19 When the Line is again clear, no Train or Engine must be allowed to pass the point where the obstruction existed without the **Staff and the Pilotman. The Pilotman must accompany the Train or Engine carrying the Staff to the Staff Station,** when the traffic will be again conducted according to the Train Staff Regulations.

20 When a Ballast, Firewood, or other Service Train (hereinafter referred to as a *Service* Train) has to work on the Line, the Staff must be given to the Engine Driver in charge of it. This will close the Line whilst the Service Train is at work. The Service Train must proceed afterwards to one of the Staff Stations to open the Line, before the ordinary traffic can be resumed.

21 Should, however, the Service Train be required to work between two Stations which are in effective telegraphic communication, and the circumstances are such as to necessitate the retention of the Staff at the starting Station, it will be competent for the Station Master to issue a Ticket to the Driver of the Service Train; but no following Train must proceed either with Staff or Ticket until the Station in advance has notified by telegraph to the starting Station that the Service Train in question is either shunted clear of the running Line or has proceeded onward.

22 Service Trains not stopping to work between Stations will run with Staff or Ticket as Ordinary or Special Trains.

23 It is to be clearly understood that these regulations do not in any way relieve those in charge of Service Trains of the responsibility of properly protecting them by Hand Signals.

24 All previous Orders not in accordance with the foregoing are hereby cancelled.

III.—WORKING OF LINE BY PILOTMAN.

WHEN, in consequence of an obstruction, a Station Master or other responsible officer undertakes to make arrangements for the working of a portion of a Section of the line by Pilotman, he must prepare two or more, as may be necessary, of the printed forms provided for the purpose of establishing working by Pilotman during obstruction (see specimen, page 9). One of these must be given to the officer in charge of the Staff Station from which the Pilotman is to work, and the other must be given to the Pilotman.

2 The Pilotman must, if possible, be a person who can speak, read, and write English, and he must wear a distinctive badge, which, until the regular badge can be obtained, must be a red flag tied round the left arm. So soon as the officer is satisfied that the arrangements are understood, Trains may be allowed to go on to the point of obstruction under the control and by the permission of the Pilotman.

3 The Pilotman must, when practicable, accompany every Train, but when it is necessary for him to remain at the obstruction for a succeeding Train, (section II., 19) as may be the case just before re-opening a long Section, he must furnish the Engine Driver with one of the printed Pilotman's Tickets (see specimen Ticket, page 9) properly filled up and signed, and must personally start the Train.

The Ticket granted in these cases will apply only to the single journey to the other end of the Section being worked by Pilotman, where it must be immediately given up to the Station Master, who must at once cancel it by writing the word "Cancelled" across the face of the Ticket, and after ordinary working has been resumed it must be forwarded to the Traffic Superintendent with a report giving full particulars.

After issuing a Ticket for the starting of a Train which he does not accompany, the Pilotman must not permit another Train to enter the Section until after a suitable interval, in accordance with the nature of the gradients (section V., 7,) but in no case less than ten minutes, instructing the Engine Driver to proceed cautiously.

The Pilotman must accompany such Train.

SPECIMEN FORM.

Working of Single Lines by Pilotman during Obstruction.

Ceylon Government Railways. ——— Station,
———, 18 —.

The Single Line at ——— being obstructed, the Traffic between ——— and the place of obstruction will be worked by Pilotman in accordance with Rules contained in section II., rules 18 and 19.

——— will act as Pilotman, and no Engine or Train is to be allowed to pass between ——— and the obstruction unless he is present, and personally orders the Engine or Train to start.

This Order is to remain in force until the Pilotman is withdrawn by me.

Signed ———.

To ———.

* Noted by ——— at place of obstruction. Time ———.
* Noted by ———. Station or Box ———. Time ———.
* Noted by ——— Pilotman.

* These signatures must be made on the copy held by the Pilotman

1. The above form must be filled up and used whenever it is temporarily necessary, owing to obstruction on a Single Line, to work the traffic by a Pilotman.
2. In the event of a Station Master himself acting as Pilotman, he must address and give the form to the person he leaves in charge of his Station.
3. Station Masters and other persons in charge receiving this form will be held responsible that the Inspectors, Foremen, Signalmen, and others at their Station are immediately made acquainted with the circumstances, and are instructed in their necessary duties.
4. On the other side of the obstruction the line will be worked by the Train Staff as directed in section II, rule 18.

NOTE.—The time at which this form is cancelled must be written across it.

Form of Pilotman's Ticket.

(Front of Ticket.)

CEYLON GOVERNMENT RAILWAYS

PILOTMAN'S TICKET.

To be used in accordance with Rule 3, section III.

Train No. ——.

To the Guard and Engine Driver.

You are authorized to proceed from ——— to ———. Pilotman following.

Signature of Pilotman ———.
Date ———.

(Back of Ticket)

This ticket is to be given up by the Engine Driver, immediately on arrival, to the person in charge of the Staff Station to which he is authorized to proceed, to be dealt with as the latter may be instructed by the Traffic Superintendent.

IV.—SPECIAL ARRANGEMENTS FOR WORKING THE NIGHT MAIL TRAIN.

Colombo to Polgahawela.

1 The Night Mail Train will be run from Colombo to Polgahawela on the authority of a "Line Clear" Ticket, issued by the Station Master, Colombo, and will not carry or exchange either of the usual intermediate Train Staves or Tickets.

2 The following Stations, viz., Kelaniya, Hunupitiya, Mahara, Heneratgoda, Mirigama, Ambépussa, and Alawwa will be closed and the lights of signals connected with them extinguished on the receipt of a "stop, work" order from the Station Master, Colombo.

3 To obtain the "stop work" order all stations from Mirigama to Kelaniya (except Veyangoda) will wire, after receiving "Line Clear" for No. 12 Down *R.R* if it runs, and Ambepussa and Alawwa after receiving "Line Clear" for No. 13 Up, the following certificate:—

From Station Master, ———, to Station Master, Colombo.
I certify that the Train Staff for the ——— Section is locked in my safe, and that the line is clear in terms of Standing Order No. 4.

When No. 12 Down *R.R.* does not run Kelaniya will wire after receiving "Line Clear" for No. 11 Down, and Mahara, Heneratgoda, and Mirigama after receiving "Line Clear" for No. 13 Up.
As each certificate is received the Station Master will wire "stop work."

4 The Guard of No. 13 Up will wire on arrival at Polgahawela :—

From Guard (*name*), to Station Master, Colombo.
I certify that No. 13 Up Train has arrived here safely, and that after crossing No. —— Down at ——— there has been no other Train on the road.

5 The Guard of No. 11 Down will give a similar certificate to the Station Master immediately after his arrival at Colombo.
Should No. 12 Down *R.R.* be running, or any Special Train later than No. 11 Down, the Guard of No. 11 Down must *not* give a certificate, but the Guard of the later Train must do so.

6 When the last Train due to arrive has safely come in, the Station Master, Maradána Junction, will send by hand to the Station Master, Colombo, a certificate similar to that wired from the Station in the form given above.

7 When all these certificates have been received by the Station Master he will sign the "Line Clear" Ticket, which will authorize the Driver of the Mail Train to proceed from Colombo to Polgahawela without carrying or exchanging the usual intermediate Train Staves or Tickets.

Form of Line Clear Ticket.

No. LINE CLEAR TICKET. *UP.*

Having received the prescribed intimations that the line is clear of all trains and engines, I hereby authorize the driver of NIGHT MAIL Train to proceed from COLOMBO to POLGAHAWELA with this Ticket in place of the usual intermediate Train Staves or Tickets.

Date ———. Signed ———.

8 The Standing Order No. 4 referred to is as follows :—

Before the Line Clear certificate for the Mail Train is wired to the Station Master, Colombo, the Station Master must satisfy himself by personal inspection—

a. That the line on which the Mail Train is to pass is perfectly free from any obstruction within the limits of his Station.
b. That all points are correctly set in the proper position for the passage of the Train and are securely locked.
c. That all road-crossing gates are securely locked across the cart road and are quite clear of the line.
d. That every Engine and Train except the Mail has passed clear out of the sections on either side of his Station.
e. That he has received "Line Clear" in both directions.
f. That vehicles in sidings are firmly braked or spragged, that they are clear of the running line, and that the scotch blocks are placed across the rail and locked in that position.
g. That all the keys referred to in *b*, *c*, and *f* are also locked in the safe.
h. That the signal lights have been extinguished, and that all "Up" signals have been placed at "All right."

The certificate of the Station Master, Mahara, must include the Quarry Junction.

9 Station Masters must see that all signals are placed at *danger* before unlocking their safes in the morning for the issue of the Train Staff and point, gate, and scotch block keys.

10 All the intermediate gates will be closed and locked across the cart road, and the lights of the signals in connection with them extinguished, except No. 2 gate at 2 miles 10 chains and No. 4 gate at 3 miles 70 chains, which will work as usual.

11 The Station Master, Colombo, will forward daily to the Traffic Superintendent the certificates upon which he issued the Line Clear Ticket on the previous night, and the Station Master, Polgahawela, will forward the Line Clear Ticket duly cancelled.

12 Inspector Nambiar must make a careful inspection of all the level crossings at least once a fortnight to make sure that the signals, gates, and approaches are in good order and the fastenings complete and efficient. He must send in a fortnightly certificate to this effect to the Traffic Superintendent.

Kandy to Matale.

13 Mahaiyawa and Ukuwela Stations on the Mátalé Line will be closed, and all intermediate level crossing gates will be locked across the public road, and the lights of the signals connected with them, and with the stations, extinguished, and the following Train Staff arrangements will apply.

14 The Driver of the 7 45 P M. Down Train from Mátalé must carry on to Wattegama the Staff for the Mátalé-Ukuwela Section as well as the Staff for the Ukuwela-Wattegama Section and leave both at Wattegama. He must also carry on to Kandy the Staff for the Katugastota-Mahaiyawa Section as well as the Staff for the Mahaiyawa-Kandy Section and leave both at Kandy.

The Driver of the Night Mail must take from Kandy the Staves authorizing his journey to Katugastota, and must give both up at Katugastota; and from Wattegama he must take the Staves authorizing his journey to Mátalé, and must give them both up at Mátalé.

The Driver of the 5.55 A.M. from Mátalé must bring forward the Staves so conveyed and give them up at their respective Stations.

Gampola to Nawalapitiya.

15 The Driver of No. 15 Down must bring forward to Gampola the Staff for the Nawalapitiya-Ulapane Section as well as the Staff for the Ulapane-Gampola Section and must give them both up at Gampola.

The Driver of the Night Mail must take both the Staves through to Nawalapitiya and give them up there.

The Driver of the first Down Train from Náwalapitiya in the morning must take a Ticket to cover the Náwalapitiya-Ulapane Section and the staff for the Ulapane-Gampola Section to cover that section exchanging the Staff for a Ticket at Ulapane.

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16 Before closing the station for the night the Station Masters of Mahaiyawa and Ukuwela must receive a "stop work" order from the District Superintendent, Kandy, to obtain which they must telegraph the following certificate, and as each certificate is received the District Superintendent must wire the order to stop work:—

From Station Master, ———, to District Superintendent, Kandy.

I certify that the line is clear for the Night Mail Train in terms of Standing Order No. 4.

Station Master, Ulapane, must similarly wire the District Superintendent, Náwalapitiya.

Station Masters must see that all signals are placed at *danger* before unlocking their safes in the morning for the issue of the Train Staff and point, gate, and scotch block keys.

The District Superintendents to forward these certificates daily to the Traffic Superintendent.

The District Superintendents, Kandy and Náwalapitiya, to note the foregoing orders relating to gates on the Main Line and to make the same arrangements in their districts, and particularly see that the fortnightly certificates are duly forwarded.

V.—RULES FOR WORKING THE LINE BY THE BLOCK TELEGRAPH SYSTEM.

THE Ceylon Government Railways are worked throughout on the block telegraph system. The object of the block telegraph system is to prevent more than one Train or Engine being between any two telegraph stations at the same time. The following instructions explain the mode of working, and must be rigidly adhered to by all concerned:—

1 Each length of line between telegraph stations is a Section.

2 Two Trains must not be in the same Section at the same time.

3 Immediately a Train starts from a Station the Station in advance must be informed by wire, thus: "T.A on line."

4 Immediately a Train arrives at a Station, the Officer in charge having satisfied himself by seeing the tail lamp that the whole of the Train has safely arrived, must telegraph to the Station in the rear, thus: "T.A. arrived"

This will indicate to the Station in the rear that the line is clear up to the outside limit of the Station in advance.

5 No Train or Engine may leave any Station until the message announcing the arrival of the preceding Train at the Station in advance has been received and recorded in the book provided for that purpose.

No inquiry is to be made for the "T. A. arrived" message; if it has not been received in due course rule 6 must be carried out.

6 Course to be followed when "Train Arrived" is not received after proper interval:—

If after signalling a Train forward an unusual time has elapsed without "Train Arrived" being given the Station Master must assume that the Train has broken down, and not that the "Train Arrived" signal has been omitted to be sent, and he must ask for information as to the cause of delay by sending a message in the following form:—

"D. D. D.

From ——— To ———

Do you know why Train No. ——, signalled to you at h. —— m. ——, has not arrived?"

The reply is to be sent in a similar form, but in all cases before replying the Station Master must be particular to refer to his Line Clear book to satisfy himself that no mistake has been made.

7 When from any cause communication by telegraph is interrupted, the traffic must be worked as follows:—

a. On the Kadugannáwa Incline the Trains may proceed with extreme caution, following each other at intervals of not less than twenty minutes.

b. On the Bandárawela line Trains may proceed with extreme caution, following each other at intervals of not less than twenty minutes.

c. On the Gampola-Náwalapitiya section Trains may proceed with extreme caution, following each other at intervals of not less than twenty minutes.

d On all other portions of the line the interval must not be less than fifteen minutes.

Before any Train or Engine is allowed to enter the Section where the telegraphic failure exists the Engine Driver and Guards must be informed in writing of the circumstance.

These rules in no way interfere with the Regulations for Working by Train Staff and Ticket.

VI.—SPECIAL RULES FOR WORKING TRAINS ON THE KADUGANNAWA INCLINE.

THE Incline is divided into four Sections :—

a—Rambukkana to Kadigamuwa.
b—Kadigamuwa to Alagalla.
c.—Alagalla to Ballany.
d—Ballany to Kadugannáwa.

Each length of line between these Stations is a Section.

Two Trains are not to be on the same Section at the same time.

The Incline is worked in accordance with the block-instructions as per section V.

Up Trains.

Up Trains with two Engines must have one Engine in front and one in rear, the heavy bank Engine always being in front.

The full load, including Brake Vans, is shown on page 26, and this number must not be exceeded. With Goods Trains a Brake is to be attached in front of the seventh vehicle from the rear of the Train. When an Engine of the 63 class works the Train the Brake is to be attached in front of the ninth vehicle from the rear.

When a Train is so light as to require only one Engine, care should be taken to have sufficient brake power in rear to hold the whole Train if required.

Down Trains.

The Engines are all to be in front, and in Goods Trains a bank Brake Van is to be placed in the centre of the Train.

The full load of a Train is 28 loaded vehicles, or 30 loaded and empty including Brake Vans, which number must not be exceeded.

Before leaving Kadugannáwa Station such a number of the brakes on the vehicles in the front part of the Train are to be applied as will enable the Train to be easily stopped on the summit of the Incline.

Every Train must be brought to a dead stand on the summit of the Incline.

Before commencing the descent of the Incline such a number of the brakes of the vehicles are to be applied by screwing, weighting, or pinning down as will ensure the most perfect control over the Train.

The greatest caution and vigilance must be observed by Engine Drivers and Guards in working down Inclines, and under no circumstances may lost time be made up on a descending gradient. The prescribed speed must be uniformly maintained throughout.

Engine Drivers when requiring the speed reduced will give three short whistles, and the usual two short sharp whistles when they require the Train to be stopped.

When a Train is in charge of a Bank Rider he will determine the amount of brake power to be applied. Guards, Brakesmen, and bank coolies must implicitly obey his directions, and render him every assistance in the safe working of the Train.

In the absence of a Bank Rider the Head Guard will take this duty, and must be assisted and obeyed in like manner.

Every Train will be supplied with more than sufficient brake power, and the Engine Driver and Bank Rider or Head Guard will be held jointly responsible for its safe working down the Incline.

VII.—SPECIALS ON INCLINES.

FOR the protection of Trollies working down Inclines, the following Instructions are to be adhered to :—

1 No special Train or Engine is permitted to be run over the under-mentioned Sections of the Line, viz.:—

UP.—From Rambukkana to Kadugannawa.
From Nawalapitiya to Hatton.
From Talawakele to Pattipola.

DOWN.—From Bandarawela to Pattipola.

Nor in either direction between Hatton and Talawakele until previous notice has been duly given by one or more of the following means, viz. :—

a.—By written advice in ordinary course.
b.—By telegram and tailboard.
c.—By "special following" signals on the preceding Train.
d.—By telegram only.

2 When in a case of emergency the last method is the only one possible, no Engine or Train may be started until the telegram shall have been received at and acknowledged by the Station next in advance, except as provided in clause 6 hereof.

3 Immediately upon receipt of a telegram announcing the running of a Special, for which no notice as in *a*, *b*, and *c* has been given (such as relief Engines, or Engines with Train Staff), the Station Master must exhibit a red flag (or red light in the opposite direction to which the Train or Engine is running) upon the running line until such Engine or Train shall have arrived.

The danger Signal so exhibited is for the guidance of Officers in charge of passing Trollies, and such Officers will stop at such Signal, and remove the Trolly from the line.

4 Should it be within the knowledge of a Station Master receiving telegraphic notice of a Special Engine or Train for which no notice as in *a*, *b*, and *c* has been given, that a Trolly is in the Section over in which the Special is to run, he must at once telegraph to the Station advance of the Trolly to stop the Special until the arrival of the Trolly.

5 In order to prevent unnecessary delay under clause 4, Officers using Trollies which are not going through to the next Telegraph Station in advance must invariably stop at the last Station they are passing and inform the Officer in charge that the Trolly will be removed at a certain time and mileage.

6 Should there be a failure of the telegraph at the time the Special is required to run, the Special must be despatched in the time of, or near the time of, a booked Train ; but should that be impracticable, the Special must run at Caution, and the whistle must be frequently sounded.

7 Officers in charge of Trollies should acquaint themselves with all the information obtainable and required before starting down Inclines, and the Station Masters are directed to give every such information, but these regulations in no way relieve the Officer in charge of the Trolly of his responsibility that all due and proper precautions for its safety are taken by him.

8 The Assistant Engineer at Nánu-oya and Inspector of Ways and Works at Kandy should be informed of all Special Trains run above Kadugannawa.

The following District Officers should be informed of the Special Trains run over their respective Districts :—

Between Rambukkana and Kadugannawa.

Foremen Platelayer at Kadugannawa.

Between Kadugannawa, Kandy, and Nawalapitiya.

Foreman Platelayer at Gampola.

Between Nawalapitiya and Hatton.

Foreman Platelayer at Hatton.

Between Hatton and Nanu-oya.

Foreman Platelayer at Nanu-oya.

Between Nanu-oya and Ohiya.

Foreman Platelayer at Pattipola.

Between Ohiya and Bandarawela.

Foreman Platelayer at Ohiya.

Between Kandy and Matale.

Foreman Platelayer at Wattegama.

VIII.—NANU-OYA TO BANDARAWELA EXTENSION.

THE following information is given for the guidance of Drivers and Guards working over the line :—

2 Double Up Trains will be assisted by an Engine at the rear from Nánu-oya to Pattipola, and double Down Trains from Bandárawela or Haputalé to Pattipola. At Pattipola the assistant Engines of Trains in both directions must be placed in front.

Gradients and Working.

3 From Nánu-oya, 128 miles 6 chains to 135 miles 11 chains, the ruling gradient is 1 in 52 **up**, with one or two slight exceptions, as at 131 miles 16 chains and 134 miles 55 chains, where, for a few chains, it flattens to 1 in 94 and 1 in 80.

4 At 135 miles 11 chains there are 2 chains of level, and then 11½ chains of 1 in 66 **down**, followed by 22 chains of 1 in 440, also **down**, whence there is a **rise** of 1 in 60 for 40 chains, a level for 2½ chains, and then a fall of 1 in 55 for 31 chains, succeeded by a level for 4½ chains, and a rise of 1 in 60 for 38 chains, when Ambawela Station is reached at 136 miles 76 chains.

5 Between 135 miles 11 chains and Ambawela Station, 136 miles 76 chains, the Trains must be handled very carefully indeed, because of these reversing gradients.

6 From Ambawela, 136 miles 76 chains, to Pattipola, 139 miles 6 chains, there is a succession of up gradients. The gradients are :—

1 in 50 for 50¼ chains	1 in 47¼ for 61¼ chains
1 in 66 for 7 do.	1 in 50 for 35 do.

7 At Pattipola, 139 miles 6 chains, there is a Crossing and Telegraph Station, and at this Station the assistant Engines of Trains in both directions must be placed in front

8 From Pattipola, 139 miles 28 chains, to Summit Level, 139 miles 53 chains, there is a rise of 1 in 66, then the Summit Level of 19 chains, falling to 1 in 200 for 4 chains and 1 in 73 for 26 chains, from whence there is a **down** gradient of (practically) 1 in 44 for whole distance, 13 miles 20 chains, to Haputalé.

9 At Summit Level all Up Trains must stop, and before commencing the descent of the Incline, such a number of the brakes of the vehicles must be applied by screwing, weighting, or pinning down as will ensure the most perfect control over the Train.

10 Haputalé, 153 miles 42 chains, to Diyatalawa, 156 miles 54 chain ; is practically 1 in 44 falling ; Diyatalawa Yard is on 1 in 100 fallings Diyatalawa to Bandárawela contains several short levels as below :—

End of Diyatalawa Yard	156 61 to 158 72	1 in 44
	158 72 to 159 17	Level
	159 17 to 159 43	1 in 44
	159 43 to 159 54	Level
	159 54 to 159 63	1 in 44
	159 63 to 159 67	Level
	159 67 to 160 48¾	1 in 200
Bandárawela Yard		

Down Trains.

11 The gradient from Bandárawela to Summit Level is practically 1 in 44 up all the way, except for the several short levels shown as between Bandárawela and Diyataláwa and assistant Engines must be placed at the rear of the Trains.

12 All **Down Trains** must be brought well under control at Summit Level and let cautiously down to Pattipola.

At Pattipola, 139 miles 28 chains, there is a Crossing and Telegraph Station, and at this Station the assistant Engines of Trains in both directions must be placed in front. Before leaving Pattipola sufficient brake power must be applied to take the Train safely down to Ambawela, 2 miles.

13 From Ambawela, 136 miles 76 chains to 135 miles 11 chains, is a series of reverse gradients (see paragraph 3), and the greatest care must be taken to ensure smooth working of the Trains and prevent the breaking of drawbars.

14 At 135 miles 11 chains **all** Down Trains must stop, and sufficient brake power must be applied to take the Train safely down to Nánu-oya, a distance of 7 miles on a down gradient of practically 1 in 52.

There are three level crossings on the Haputalé-Bandárawela extension : 1 at 153 miles 44 chains, just outside of Haputalé Station, protected by the Haputalé Station Down Home Signal ; 1 at 158 miles 70 chains protected by a Signal in each direction ; 1 at 159 miles 40 chains protected by one Double-armed Signal.

GENERAL NOTICES TO STATION MASTERS, INSPECTORS, GUARDS, AND OTHERS.

EACH Station Master is required to examine and compare every issue of the Time Books, Bills, and Special Train Notices, as far as his own Station and Staff Working is concerned, and to report immediately by wire to the Traffic Superintendent any inaccuracies he may discover.

2 Each Station Master will be held responsible that each Guard, Signalman, Gatekeeper, and other member of the Staff under his charge, who can read and understand English, and whom it may concern, is promptly supplied with a copy of the Service Book, and any Notice of Special Traffic or Special Arrangements which may be issued.

It will be the duty of the Station Master to convey such information in suitable terms to those of his Staff whom it may concern who are unable to read and understand English.

3 In the event of a break down, accident, or serious delay to any Train, **the nearest Station Master must at once telegraph all particulars to the General Manager and Traffic Superintendent at Colombo, and to the District Superintendents; the Traffic Superintendent will arrange for copies of such Telegrams to be at once sent to the Engineer of Ways and Works, Locomotive Engineer, and Accountant; and the District Superintendents will send copies to the local officials of Engineering Departments.**

Foremen, Guards, and Drivers must give the Station Masters all particulars in their power.

4 **In the event of a Train coming to a standstill** in ascending an Incline, it must be divided, and the first portion taken to the top of the Incline or to the next Shunting Station, care being taken that the rear part is properly secured with sprags and brakes before the foremost part is disconnected. The Senior Guard must remain with the portion of the Train left behind, and the Junior Guard go with the first portion of the Train to the top of the Incline, or to the Shunting Station.

When there is only one Guard with the Train it is the duty of the Fireman to ride upon the last vehicle of the front portion of the Train in place of the Junior Guard.

The Guard left with the second portion of the Train in each case *must take the necessary steps to protect it.* Special attention is directed to Rules 16 and 17 of the "Regulations for Working by Train Staff and Ticket" contained herein.

5 Should any case occur where a Passenger Train comes to a stand in any of the longer tunnels on the Incline, and the Train cannot at once proceed on its journey, the front Driver, after giving three short whistles, must immediately commence cautiously to back the Train until it is clear of the tunnel, the rear Driver controlling the speed with his Engine Brakes.

The Guards, immediately the Train has commenced to back, must at once apply the Independent Brakes on a sufficient number of vehicles as to have the Train under control, so that it may be brought to a stand when clear of the tunnel. Should it then be decided by the Drivers that they are unable to take the Train forward, the Train must be divided and the front portion worked forward to the next crossing Station, in accordance with clause 4.

6 When from any cause, such as "line clear" not having been received, crossing Train not having arrived, the Train Staff not being at the Station, or other reason, it is necessary to stop a Train, which otherwise would run through, the fixed signals must be kept at danger till the speed of such Train has been sufficiently reduced to enable it to stop at the point required.

7 When a Train has to "pass" or "cross" another Train at a Station at which it is not appointed to stop, the Driver of the Train which is not appointed to stop must approach at reduced speed, and when the Signal is showing "All right," pass through the Station slowly, and be prepared to stop by Hand Signal or otherwise.

8 Drivers of Trains must approach and pass through the "Crossing Places" cautiously.

9 Engines to assist Up Trains from Nawalapitiya must not leave that Station until five minutes after the departure of the Trains they are to assist, and the speed must not exceed *six* miles an hour.

10 Catch Points are situated on the Colombo side of Galboda Watawala, Hatton, Watagoda, Nanu-oya, and Ambawela Stations, also on the Bandarawela side of Ohiya, Haputale, and Diyatalawa.

11 Trains must be marshalled, classified, and made up as follows, and Guards in charge of Trains must report every case in which the instructions are not strictly carried out:—

a. They must be so formed before starting that vehicles for each Station shall be together when put off; this rule must be observed throughout the journey, unless special instructions are issued to the contrary.

b. The order of marshalling must be that Vehicles for the Station at which the Train terminates shall be next the rear Brake Van, and the Vehicles to come off at the next Station next the Engine. This rule must be observed throughout, the object being to facilitate the work with the Trains at Stations by having as few Vehicles as possible attached to the Engine when shunting.

Exception.—Through traffic not passing *viâ* the loop at Péradeniya Junction must be formed in reverse order.

c. Vehicles containing EXPLOSIVES must always be marshalled as near the rear Brake Van as possible.

Exception.—At Watawala and Galboda, by Down Trains, the Vehicles are to be picked up as they stand, next to the Engine.

Vehicles in which gunpowder, kerosine oil, or other dangerous goods are loaded must have an "Explosive" label (A 208) nailed on each side. The Loading Station will be held responsible for doing this.

Explosives in small Quantities.—Explosives marked (*) in Classification Book in consignments of less than 56 lb. may be conveyed

in the locker of Guards' Vans by Goods Trains if packed in the same manner as gunpowder by Passenger Trains (*ride* clause 29 of page 15 of Classification Book).

Not more than two consignments to be forwarded by the same train.

12 Every Brake Van attached to a Train must be provided with one screw coupling, a tail board, and two sprags. **Every rear van must also carry a complete set of side and tail lamps.**

It will be the duty of the Officer in charge of the Station at which Brake Vans are attached to see each Van properly equipped before starting.

Guards must report on their Journal any neglect of this order.

13 Each Guard must, before starting on his journey, satisfy himself that his watch is correct with the clock at the Station from which he starts, and must again compare and regulate it if necessary by the clock at the Station where his journey ends, before commencing his return journey. **Colombo Time to be strictly observed at all Stations.**

14 The Brakes and Couplings of every vehicle must be carefully examined before being taken on, either from the starting Station or at any intermediate Siding, and any that are defective must not be attached to the Train, the Guard reporting those that are refused to the Station Master, and also on his Journal.

15 Through Traffic must be worked by the proper service of Through Trains to destination, and not short to intermediate Stations.

16 Traffic for the longest distances must have preference by Through Trains. **Wagons reduced at Stations as over the load must go forward in order of date.**

17 **Guards must see that they have Invoices for all Wagons in their Trains, except those from Colombo, and specially report every case where this rule is departed from. Any neglect in this respect will be punished by fine or dismissal.**

18 Should a Train on arriving at a Station be so heavily laden that it cannot take on more Vehicles, the Guard is to ascertain what traffic there is to be forwarded, and if it is *Perishable*, Market, or General Goods, he is to detach from his Train a sufficient number of non-important Wagons, so that he may take forward the urgent traffic.

To facilitate this the specially printed "*Perishable*" label (A 209) must always be affixed to Wagons by the Loading Station.

Loaded Wagons must always be taken on in preference to empties.

19 To facilitate shunting operations the Guard must inform the Driver, as far as possible, what Wagons are to be exchanged at the next Station in advance.

20 All Wagons to and from Galboda, Watawala, Alawwa, Ambepussa, Mahara, and Moratuwa to be weighed at Colombo.

21 **Mixed Wagons must be labelled to the several Stations for which they contain goods with label A 210, and marshalled to go through to the furthest Station.** Wagons containing goods for more than one Station on the Bandarawela Line must be attached to No. 8 Up Train only, in order that goods for intermediate Stations may be unloaded while the Train waits.

Discretion in the loading of Mixed Wagons is expected; for instance, traffic for Kotagala and Haputalé should **not** be loaded together if it is possible to put the Kotagala traffic in a Wagon for Talawakele. **As a rule** small lots for Galboda and Watawala should be loaded together or with goods for Hatton, small lots for Kotagala with goods for Talawakele, small lots for Watagoda with goods for Nanu-oya, small lots for Ambawela and Ohiya with goods for Haputale, and with Bandarawela for Diyatalawa.

Every endeavour should be made to obtain full loads for single Stations, to prevent the delays inevitable in the case of Mixed Wagons.

Every Wagon loaded to the Bandarawela Line should contain at least two tons, and all concerned are requested to see that Wagons do not run light over this section of the Line; but this is not to be made an excuse for delaying traffic.

22 Non-vacuum vehicles (not being carriages conveying passengers) and not exceeding three four-wheelers in number may be run in rear of trains on any part of the line between Mátara and Kandy and Nawalapitiya, provided always there is an engine in the rear on the Kadugannáwa and Ulapane Inclines.

23 The attention of Guards is invited to General Rules 222, 228, and clause 5 of Rule 297, and it is hereby ordered that no Train shall be brought to a Terminal Station at a higher rate of speed than will admit of its being stopped by the application of the ordinary hand brakes only.

24 Frequent complaint is made of carriage doors coming open between Stations; and Station Masters, Guards, and all concerned are requested to see that every door is properly closed before the starting of any Train. The Station Master and Guard are equally responsible for this being done, and will be held equally liable for any consequences which may arise out of a neglect of this order.

25 The Refreshment Cars are not to be considered as affording seating accommodation for passengers, and sufficient room should always be provided on the Trains for the requirements of First and Second class travellers, irrespective of the Refreshment Cars.

26 Horse-boxes should only be used for the conveyance of horses; and should applications be made for horse-boxes to convey cattle, the applicants should be informed that horse-boxes are not available, and that cattle should be sent in cattle trucks. An exception may be made in the case of valuable cows, for which special rates will be quoted on application to the Accountant.

27 Station Masters and Guards must exclude from the English and other best carriages all packages that will not go under the seats; in fact, as far as possible, all boxes and articles likely to damage the upholstery should be kept out, and only bags, rugs, and small articles of that kind allowed in.

28 The maximum gauge for loading in open wagons—timber, machinery, boilers, &c.—should be as under:—

		Ft.	in.
Height above rail at centre	...	13	6
Width at top or 4 ft. 6 in. above rail	...	9	6
Width at 6 ft. above rail level	...	10	6

29 Charges for broken carriage windows :—

Lavatory, Rs. 7·50; Third Class, Rs. 2; Bogie Composite or Saloon, Rs. 4·50.

30 In case of any alteration of the Engine running that may affect the Locomotive working, the Officer making the alteration must advise the Locomotive Officer of the District at the time the alteration is made. An alteration is only to be made when specially necessary from some unforeseen cause.

ACCOUNTANT'S DESPATCH CASES.

The Accountant's Despatch Case with memo. of contents (Form No. A 254) must be sent to the Accountant, Colombo, daily (Sundays excepted), by trains as under :—

Bandarawela to Galboda by the 12 40 P M. Down Train.

Nawalapitiya Line and Stations from Matale downwards to Polgahawela inclusive by the Train leaving Nawalapitiya at 1 24 P M. and Matale 12.50 P M.

Alawwa and remaining Down Stations by the 4.22 P.M. Down Train.

Coast Line, Matara to Maradana inclusive, by the 7.30 A M. Up Train.

Saturday's and Sunday's ticket slips, collected tickets, &c., must be sent on Monday.

All Despatch Cases will be returned to Colombo Terminus in time to be forwarded by the following Trains :—

To Stations on the Main Line as far as Kandy by the 5 15 P M. Up.

To Matale, Nawalapitiya, and Bandarawela Line Stations by the 9 15 P.M. Up Mail Train.

To the Coast Line by 5.12 P M. *Down.* Station Master, Kalutara South, to see to the transfer at his Station into the proper trains for Stations to Galle.

The Station Master, Colombo, will see to their despatch by these Trains. If any Station Master fails to receive his Despatch Case by the right train he should *call the attention of the Guard* to the fact and *report it to the Accountant* by the next Train, otherwise he will be held responsible for the value of the case.

EXAMINATION AND COLLECTION OF TICKETS.

THE ticket of each intending passenger by train must be examined by the station staff before the passenger is allowed to join the train. The person examining the ticket should nip it.

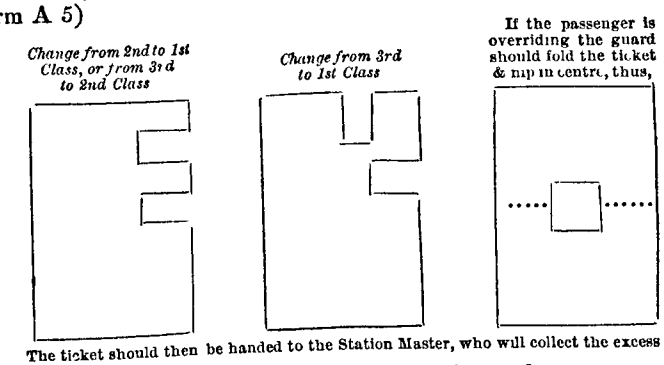
2 Tickets, passes, &c., must be collected from passengers at the stations where they alight, except when arrangements have been made for collecting them at stations short of destination (such as collection of Colombo tickets at Maradana Junction).

Immediately after collection the tickets must be cancelled by the cancellation nippers. (Accountant's Circular $\frac{162}{12137}$/92.)

3 If a passenger travels in a train with a ticket out of date, or otherwise not available, and the excess has not been collected at the station where the passenger joined the train, and if the excess due cannot be recovered at destination, the station at which the passenger joined the train will be debited with the full amount of excess. (Accountant's Circulars Nos $\frac{88}{5680}$ and 89 of December 13, 1888.)

4 Passengers joining trains at terminal stations must be seated by the station staff, who will be held responsible for examining the tickets of the passengers. (Traffic Superintendent's Circular No. 63 of September 19, 1887.)

5 *Collection of Excess* —When a passenger wishes to override, or to travel in a carriage of a class higher than that for which he holds a ticket, **the Station Master of the station at which this is made known** must collect the excess (single fare from station to which ticket is available to station to which passenger wishes to travel, or difference between single fares), retain the ticket, and issue an excess fare ticket (Form A 5)



The ticket should then be handed to the Station Master, who will collect the excess

6 The Station Master who collects the ticket and excess must mark "Excessed" on the ticket, also the number of the excess fare ticket issued, and the station to which it was issued. The excessed tickets to be sent to the Accountant daily, pinned to the daily excess fare return. (Accountant's Circular No. 20 of February 15, 1889.)

7 To prevent delays the Station Master must carry his excess ticket book and fare table with him when attending to trains.

8 The excess fare ticket should, as far as possible, be filled in with ink or over carbon paper, and must always be signed in full by the person who collected the excess.

9 In all cases where Guards become aware that passengers are riding in a carriage of a next higher class than that for which they have tickets, the guards must nip their tickets twice on one side of the tickets, and if passengers holding third class tickets are travelling in a first class carriage the ticket must be nipped once at the end and once at the side (Traffic Manager's Circular No. 15 of March, 1879) — See previous page.

10 Whenever in consequence of insufficient room in the Train the Guard finds it expedient to place a passenger in a higher class of carriage than that for which he holds a ticket, care must be taken to point out the passenger to the Station Master of the station at which he alights, and advise him of the circumstances. If the Guard leaves the Train at an intermediate station he must inform the Guard to whom he hands over charge of the Train

11 Stations collecting excess fare tickets in lieu of tickets must carefully scrutinize them, and be quite satisfied they cover the journey before passing them. (Traffic Superintendent's Circular No. 43 of June 26, 1889)

12 *Passes*—Special attention is called to Accountant's Circular No. $\frac{1333}{8395}$/89 of February 10, 1890.

13 *Season Tickets*—The attention of Station Masters is called to clause 3 of Season Ticket Contract (Form A 38), and Station Masters are required to see the Season Tickets held by passengers who state that they hold such tickets

14 *Ticket Nippers.*—Numbered ticket nippers have now been issued to Station Masters and Guards, and special attention must be paid to instructions contained in Circular No. $\frac{225}{4303}$/90 of March 2, 1891.

15 *Excess Luggage.*—When booking excess luggage the numbers printed on tickets held by passengers must in every case be inserted on the excess luggage ticket.

The excess luggage ticket must be collected at the time the excess luggage is delivered to owner at destination.

16 *Horse, Carriage, and Dog Tickets.*—These tickets must be collected before owner is allowed to remove the horse, carriage, or dog at destination, and a receipt must be obtained in the delivery book or on the back of the ticket.

RESERVED ACCOMMODATION.

For instructions how to charge, see Accountant's Circular No. $\frac{361}{8986}$/92.

STATIONS AT WHICH TICKETS ARE TO BE EXAMINED AND COLLECTED.

Coast Line.

By 4 45 A.M. and 9.5 A M. Up Trains on week days, and 5.0 A M. and 10.35 A.M. Up on Sundays, tickets must be examined at Maradana Junction before the Train leaves there for Colombo Terminus, and tickets for Maradana collected.

By 1.15 P M. and 5.35 P.M. Up, tickets must be examined at Pettah, and those for Maradana collected.

Main Line Up Trains.

Colombo Terminus.—All tickets must be examined at the time the passengers are seated.

Maradana Junction.—Passengers by 7.30 A M, 1.50 P.M, and 5.15 P.M Trains must be seated, and their tickets examined by Colombo collectors.

Kadugannawa.—By 7.30 A M and 1.50 P M Trains tickets must be examined, and passengers in wrong portion of Train changed.

The Head Guard will be responsible for the examination of First and Second class carriages and Refreshment Car in Bandarawela portion, the Station Master for the Third class Nawalapitiya and Bandarawela The Under Guard for First and Second class in Kandy portion, and the Booking Clerk for Third class

Peradeniya Junction.

By the 9 15 P M. Up Mail the Guards must see that passengers for Kandy and Matale line are changed into the connecting Train.

Main Line Down Trains.

Gampola.—By 6 0 A.M and 6 35 A M. Trains all tickets must be examined, and any passengers in the wrong portion must be changed.

The Head Guard will be responsible for examination of First and Second class carriages and Refreshment Car, and Senior Booking Clerk for Third class in Colombo portion. The Under Guard for First and Second class, and Junior Booking Clerk for Third class in Kandy portion.

Peradeniya Junction.—By 5.25 A.M. Down the Guards are responsible for the proper changing of passengers at this Junction.

Polgahawela.—By 5 25 A M. Nanu-oya and 6.35 A.M Express Trains tickets must be examined, and passengers for stations at which these Trains do not stop must be changed by the Station Staff.

By the 6 35 A.M. the Head Guard and Under Guard of the following Stopping Train will be responsible for the examination of the portions from Bandárawela and Nawalapitiya, and the Polgahawela Station Staff forthe portion from Kandy.

Matale Line.—By 5 55 A.M. Down Train tickets must be examined at Kandy by Station Clerks, and passengers seated in the proper portions of the connecting Train for which they hold tickets.

LOADS OF TRAINS.

UP.

	Single Engine				Double Engine
	4-wheel Coupled, 5-ft Wheels, 16 in by 22 in.	4-wheel Coupled, 6-ft. Wheels, 17 in by 24 in.	6-wheel Coupled, 4 ft 4 in Wheels, 17 in by 26 in.	6-wheel Coupled 4 ft 4 in. Wheels, 18½ in by 26 in	
Galle to Colombo ...	24	28	—	—	—
Colombo to Rambukkana ...	24	28	—	—	—
Rambukkana to Kadugannawa	7	9	12	—	20
Kadugannawa to Kandy ...	24	28	—	—	—
Kandy to Katugastota ...	11	—	—	—	—
Katugastota to Wattegama ...	15	—	—	—	—
Wattegama to Matale ...	14	—	—	—	—
Kandy to Gampola ...	20	23	—	—	—
Gampola to Nawalapitiya ...	11	13	C W. 10—9	C W 13—12	22—23 18—20
Nawalapitiya to Hatton ...	—	—	10—9	13—12	18—20
Hatton to Talawakele ...	—	—	12	14	22
Talawakele to Nanu-oya ...	—	—	10—9	13—12	18—20
Nanu-oya to Pattipola ...	—	—	11—10	13—12	18—20
Pattipola to Bandarawela ...	—	—	20	20	20

DOWN.

	Single Engine				Double Engine
	4-wheel Coupled, 5-ft Wheels, 16 in by 22 in	4 wheel Coupled, 6-ft Wheels, 17 in by 24 in	6 wheel Coupled, 4 ft 4 in Wheels, 17 in by 26 in.	6-wheel Coupled, 4 ft 4 in. Wheels, 18½ in by 26 in.	
			C W	C W.	
Bandarawela to Pattipola ...	—	—	10—9	13—12	18—20
Pattipola to Nanu-oya ...	—	—	14	17	24
Nanu-oya to Talawakele .	—	—	24	24	24
Talawakele to Hatton ...	—	—	14	17	24
Hatton to Galboda ...	—	—	24	24	24
Galboda to Nawalapitiya ..	—	—	14	17	24
Nawalapitiya to Peradeniya ...	20	24	—	—	30*
Peradeniya to Kandy and *vice versâ*	24	24	—	—	30*
Matale to Wattegama ...	11	—	—	—	—
Wattegama to Katugastota ...	18	—	—	—	—
Katugastota to Kandy ...	11	—	—	—	—
Peradeniya to Kadugannawa ...	19	22	—	—	30*
Kadugannawa to Rambukkana	28	28	—	—	30*
Rambukkana to Colombo ..	27	30	—	—	—
Colombo to Galle ...	24	28	—	—	—
Kurunegala to Polgahawela and *vice versâ* ..	20	—	—	—	—

"C" means Coaching stock. "W" means Goods or Mixed.

Wharf to Colombo and *vice versâ* { Tank Engines, 12 / Goods Engines, 16 by 22, 20

Tank Engines on Coast Line, 17.

Galle and Matara and *vice versâ* { Tank Engines, 14 / Passenger Engines, 17 by 24, 24

* Not to exceed 30 vehicles, loaded or empty

Carriage Loads.—1 Bogie to count as 2 four-wheels, 2 bogies to count as 5 four-wheels, 3 bogies to count as 7 four-wheels, 4 bogies to count as 10 four-wheels, 5 bogies to count as 12 four-wheels, 6 bogies to count as 14 four-wheels, 7 bogies to count as 17 four-wheels, 8 bogies to count as 20 four-wheels, 9 bogies to count as 22 four-wheels, 10 bogies to count as 24 four-wheels.

Horse-boxes and carriage trucks, 5 loaded or 6 empty to count as 4 four-wheels.

Goods Vehicles.—The loads given above refer wholly to four-wheel vehicles. Carriages and wagons, steel wagons, and 12-ton wagons, whenever loaded with over 8 tons, are to count as follows :—3 to count as 4 of the ordinary type, 6 to count as 9 ordinary.

Steel bogie low-sides when loaded with over 12 tons count as 3 four-wheel ordinary wagons.

For the information of Drivers the weights of contents of steel and 12-ton wagons must always be shown on the label.

The attention of Drivers is particularly called to their authority to reduce the load as shown in maximum above; but in such cases a report must be sent to the Traffic Superintendent by the Station Master, and the Driver must state the reason of his refusal on his Train Ticket.

Three empties to count as two loaded ones.

FORMATION OF TRAINS.

*** *The formation in all cases is from the Engine to the rear.*
Four-wheeled stock is intended unless Bogie stock is specially ordered.
Every precaution must be taken for the prevention of Empty Mileage.

Main Line Up Trains.

4.0 a.m. Nawalapitiya to Nanu-oya and Bandarawela.

Continuation of 9 15 P M from Colombo.

One Bogie Third, one Sleeping Car, and Bogie Brake Refreshment Car will be detached at Nanu-oya and a new train consisting of a Bogie Third and a Tri-Composite taken on.

9.25 a.m. Kadugannawa to Kandy.

Goods Wagons, Four-wheeled Composite, Four-wheeled Third, and Brake Van.

6.0 a.m. Colombo to Talawakele.

Mixed to Polgahawela ; goods beyond.

Engine, seventeen Wagons, one Goods Brake Van, one Four-wheeled Composite, three Thirds, and one Passenger Brake Van from Colombo, and one Van Goods Wagon from Henaratgoda for Van Goods for Bandarawela Line. To clear Colombo of Bandarawela Line Wagons.

The Colombo men to get this Train ready at Polgahawela for t
Incline, so that there shall be no delay at Rambukkana. At Polgaha
wela this Train must be made up to a full load with Wagons fro
Kurunegala and Polgahawela.

6.30 a.m. Kandy to Nanu-oya.

Goods only to Peradeniya; mixed beyond The Coaches for thi
Train, viz, one Brake-Tri-Composite and one Bogie Third will com
from Kandy attached to the rear of 7.10 A M.

To take traffic for Stations beyond Nawalapitiya Full load to b
made up at Peradeniya Junction.

7.30 a.m. Colombo to Bandarawela.

One Bogie Third (if required), and one Refreshment Car fo
Nawalapitiya; one Bogie Composite and two Bogie Brake Third
for Bandarawela; one Bogie Composite, one or more Bogie Third
and one Bogie Brake Third for Kandy.

**This train must be formed of varnished stock only, and b
fitted with the Vacuum Brake throughout.**

Notes—Station Master, Colombo, to advise Rambukkan
the total load of the Train, and Kandy and Nawalapitiya th
number and destination of vehicles for Stations beyond Nawala
pitiya; also to advise Kandy the number on for Matale, Gampola
and Nawalapitiya.

This Train to stop at West Junction, Peradeniya, to detach Kand
portion. It will then proceed *viâ* the Loop to South Junction, **an
back to the platform to attach there the portion from Kandy**

When the signal at the West Junction is at danger, this Train
must stop dead before passing it

An extra Engine will assist this Train from Gampola to the to
of 85th mile Bank, **returning at once to assist No. 4 U
Goods when required.**

This Train will work the goods traffic forward from Nanu-oya
and must reduce a Bogie Brake Third, if necessary to do so, to clear
the yard of Up traffic.

10.40 a.m. Kandy.

The guard of 7.30 A M. will telegraph from Rambukkana to the
Station Master, Kandy, the seating accommodation available in the
Bandarawela Composite; and if there is sufficient room for the Kandy
passengers this Bogie Composite is not to be run. If it has to be run,
it should be detached at Nawalapitiya, if possible.

One Bogie Third for Talawakele, one Bogie Composite for Hatton,
and one Bogie Brake Third for Nanu-oya.

All varnished stock fitted with the Vacuum Brake.

Also one Bogie Composite and one Bogie Brake Third, in rear, for
Colombo.

This Train will stop at the East Junction and leave the Colombo
portion clear of the points and then proceed as at present.

A Sergeant and four Kandy Porters to be sent out with this Train
to assist in the transfer at the Junction.

7.45 a.m. Colombo to Peradeniya Junction.

Mixed to Rambukkana; goods beyond.

Wagons for Polgahawela, Kurunegala, Rambukkana, Kandy, and Matale Line, Goods Brake Van, one Third, one Composite, and a Passenger Brake Van from Colombo.

This Train will do the Van Goods work for Kandy and Matale Line.

The Colombo men to form this train at Rambukkana ready for the Incline, so that there may be no delay when the Bank Engines are ready.

9.0 a.m. Colombo to Nawalapitiya. R.R.

Goods only for Bandarawela Line; to make up with traffic for Stations above Nawalapitiya if necessary

11.0 a.m. Goods Colombo to Kandy.

To do all the local work at roadside Stations.

1.15 p.m. Kandy to Nanu-oya.

One Bogie Third and one Bogie Tri-Composite for Nanu-oya, one Brake Third for Hatton. To clear Kandy and Peradeniya of Bandarawela Line traffic and do local work. Wagons for Gampola must be sent by this Train.

1.50 p.m. Colombo to Nawalapitiya.

Engine, Goods Wagons, one Bogie Brake Third for Nawalapitiya; two Bogie Thirds, one Four-wheel Third, one Bogie Composite, and one Bogie Refreshment Car for Kandy. **All varnished stock.**

To take Wagons from Colombo for Nawalapitiya and Bandarawela Line Stations. This Train must not do any local Goods work. To make up to a double Engine load with Goods Wagons at Gampola. Colombo to advise Kandy and Nawalapitiya what number of vehicles there are for Stations beyond Peradeniya

This Train will pick up at Kadugannawa a Tea Leaf Wagon for Gampola.

This Train to stop at West Junction, Peradeniya, to detach the passenger portion. It will then proceed *viâ* the Loop to South Junction, and back to the platform for the portion from Kandy.

The 1 50 p m Up MUST KEEP TIME

5.35 p.m. Kandy.

Engine, Wagons, one Bogie Third, one Four-wheeled Composite and Brake Third for Nawalapitiya. To be attached at Péradeniya Junction platform to 1.50 P.M. Colombo. Only Wagons for Nawalapitiya and Stations beyond should be sent by this Train.

5.15 p.m. Colombo to Kandy.

Engine, Goods Wagons, and one Bogie Composite and Brake Third for Kandy; (these coaches form the Colombo portion of 10·40 A. M. Kandy, which see) three Thirds for Rambukkana and one Passenger Brake Van. The load to be made up entirely of Wagons for Stations beyond Nawalapitiya. These Wagons form the 6.30 A.M. from Kandy, which see.

9.15 p.m. Mail Train. Colombo to Matale, Nawalapitiya, Nanu-oya, and Bandarawela.

One Sleeping Car, and one Bogie Third, one Brake and Refreshment Car for Nanu-oya, and Mail Brake Van for Matale.

To make up to full load of Goods for Gampola, Hatton, and Bandarawela Line

On arrival at Peradeniya West Junction this Train will change Engine and then run round the Loop and back to the platform to transfer Kandy passengers.

See special Staff arrangements for working this Train.

It is particularly directed that no unnecessary noise is to be made at Stations *en route*.

All passengers will change at Nanu-oya into the Local Train formed of one Bogie Third and a Tri-Composite.

Main Line Down Trains.

5.0 a.m. from Kandy.

Coaches of No. 15 Down complete This Train will pick up three Thirds and a Brake Van at Rambukkana.

A *Vacuum* Van Goods Wagon for Coast Line to be run on this Train It is to be detached at Rambukkana to go forward by 10.5 A.M. Down Goods.

6.0 a.m. from Nawalapitiya.

Goods Wagons, one Bogie Brake Third for Colombo; one Four-wheeled Composite, one Bogie Third, and one Brake Third for Kandy To make up to a load not exceeding 24 vehicles with wagons from Nawalapitiya and Gampola.

This Train **will not** stop at Peradeniya South Junction to detach the Kandy portion; it will run round the Loop to the West Junction, and back to the Station and change Engine.

7.10 a.m. Kandy to Peradeniya Junction.

Coaches for Colombo (reverse of those Up by 1.50 P.M.) to be attached to 6.0 A.M. from Nawalapitiya and behind these Coaches must be attached Coaches to form No. 5 Up, viz., one Brake-Tri-Composite and one Bogie Third. The Mail Van from Matale by 5.55 A.M. to be attached to this Train for Colombo.

8.20 a.m. from Kandy.

One Four-wheeled Composite, one Third, and one Brake Van. To clear Kandy and Peradeniya Junction of all Down Line Goods traffic, which must be worked forward by the 9.30 A.M. from Kadugannawa.

10.5 a.m. Goods Rambukkana to Colombo.

To take on the Van Goods Wagon for Coast Line put off 5.0 A.M. Kandy.

To clear Rambukkana of all Goods Wagons for Down Stations and do local work at roadside Stations.

All Van Goods for the Coast Line must be sent by this Train.

5.25 a.m. Nanu-oya to Kandy and Colombo.

Goods Wagons, Bogie Third, and Brake-Tri-Composite for Kandy. To attach at Hatton one Bogie Brake Third also for Kandy. This Train must attach for Colombo all extra carriages worked up by No 4 or other Trains

No shunting to be done by this Train at Gampola.

At Peradeniya Junction this Train will stop on the Loop and detach the portion for Kandy, it will then back to the platform and attach the Coaches for Colombo brought out by 10.40 *ex* Kandy

Passengers from Bandarawela Line for Down Main Line Stations to change Trains at Peradeniya Junction.

12.30 p.m. from Rambukkana.

To bring forward the Wagons worked down by the 8.20 A.M. Kandy.

To take on at Polgahawela Coaches of 7.45 A.M. Up. If an extra carriage required, it must be taken from those worked up on 6.0 A.M.

12.30 p.m. from Kandy.

Goods only to Polgahawela. To have a Van Goods Wagon on from Kandy to Colombo. To take on at Polgahawela the Coaches of 6.0 A.M. Up This Train will form the 4.22 P.M. from Polgahawela.

6.35 a.m. Bandarawela to Colombo (Mixed to Nanu-oya).

One Bogie Composite, two Bogie Brake Thirds for Colombo.

To take on at Nanu-oya one Bogie Composite, one Bogie Brake Third for Kandy To take on at Talawakele one Bogie Third for Kandy To attach at Nawalapitiya, next to Engine, one Refreshment Car for Colombo

This Train to stop at Peradeniya South Junction to detach the Kandy portion It will then proceed to the West Junction and back to the platform to attach portion from Kandy No Wagons are to be attached to this Train South of Nanu-oya.

1.25 p.m. Nanu-oya to Kandy.

Goods Wagons, Bogie Third, and Brake-Tri-Composite through to Kandy.

12.40 p.m. Bandarawela to Kandy.

Brake-Tri-Composite and Bogie Third for Nanu-oya At Nanu-oya passengers will change into a Train formed of the Coaches of 4.0 A.M. Up. Empty Wagons must be taken on in rear of the loaded. At Peradeniya Junction this Train will run round the Loop and back to platform *via* West Junction.

Sunday Up Trains.

5.35 a.m. Nawalapitiya to Bandarawela.
Same as for Mail on week days.

7.0 a.m. Colombo to Bandarawela.
Same as 7 30 A M. on week days.

3.0 p.m. Colombo to Kandy and Nawalapitiya.
Return of 7 10 A M. Down. Through portion in front Kandy portion in rear This Train will stop at the West Junction, Peradeniya, to detach the Kandy portion, it will then run round the Loop and back to the platform to pick up the *passengers* from Kandy First and Second Class passengers to and from Kandy to be transferred at Péradeniya Junction.

Sunday Down Trains.

7.10 a m. Kandy to Colombo.
To be made up of the Coaches forming No. 13 Down and the Kandy portion of the 1.50 P M Up (less the Colombo Bogie Composite) of the previous night.
The Mail Van from Matale by the 5.55 A M. Train to be attached at Kandy

5.20 a.m. Bandarawela to Colombo.
Same as on week days for 6.35 A.M Down.

1.0 p.m. Bandarawela to Nawalapitiya and Kandy.
Return of No. 1 Up local to Nanu-oya and No 1 Up through from Nanu-oya To clear Bandarawela Line of Goods traffic for Down Stations.

6.40 p.m. Kandy to Peradeniya Junction.
One Composite, one Third, and one Van, all Four-wheelers.

WORKING OF BRAKE-TRI-COMPOSITES.

There are three Brake-Tri-Composites, which must work as follows :—

(1) Nanu-oya to Kandy on No 7 Down ; Kandy to Nanu-oya on No. 8 Up
(2) Kandy to Nanu-oya on No. 5 Up ; Nanu-oya to Kandy on No. 13 Down.
(3) Nanu-oya to Bandarawela by No. 2 Up ; Bandarawela to Nanu-oya by No. 15 Down.

The passenger portion of the above-mentioned Trains will only consist of two passenger vehicles (except for an extra Bogie Brake Third on No. 5 Up and No. 7 Down as between Kandy and Hatton), unless heavy traffic specially requires it. Whenever a Tri-Composite has to be stopped for repairs, No. 5 Up and No. 13 Down will work in their Kandy formation to and from Nanu-oya.

Station Master, Kandy, will see to and arrange this.

Locomotive Engineer will arrange that Tri-Composites will only be stopped at Kandy.

The run of the Coaches forming No. 2 Up and No. 15 Down must be changed every week by exchanging them on Sunday at Nanu-oya with those on the Kandy run.

ROZELLE PLATFORM

THIS Platform is situated about midway between Hatton and Watawala, and is open for the receipt and despatch of Goods All communications with regard to goods to or from this Platform must be addressed to the Station Master, Hatton

The Platform is protected by Up and Down Platform Semaphore Signals, which must be placed at **Danger** by the Guard of any train stopping there to exchange traffic, and put to **All right** when the Train is leaving The 5 25 A M. Nanu-oya is the only Train allowed to stop at this Platform, and in no case must the detention exceed *ten minutes*

This Platform will shortly be opened as a Telegraph and Crossing Station, and provision has been made in the Time Tables herein for the crossing of Trains, but until the Station is opened No 1 Up R R. must follow No. 8 Up from Watawala

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TRANSMISSION OF MESSAGES FOR THE PUBLIC.

THE following are the conditions and rates in accordance with which the public travelling by train may send or receive private telegrams through the Railway Department —

Conditions.

1 A message can only be sent by the Railway Telegraph by a passenger travelling, or about to travel, by train.

2 A message may be addressed to any Railway Station where there is a Telegraph Office

3. The Railway Telegraph Department will only forward such message when the line is clear of Railway Service Telegrams

4. The Railway Telegraph Department will not be responsible for delay or for non-delivery, and will not undertake to investigate complaints with regard to such messages.

5 Every endeavour will, of course, be made to ensure quick despatch and correct delivery.

Rates.

1. The charge for a telegram containing eight words or groups of three figures or less in the body will be Re. 1 30.

2 The charge for every additional word or group of three figures in the body will be 10 cents.

3. The charge of Re. 1 30 includes 80 cents for the telegram and 50 cents for delivery.

4. The address (wired free) includes names of offices from and to which the telegram is to be despatched, the actual names and designations of the sender and addressee, and the latter's address. No other words can be transmitted unless paid for as part of the body of the message. If the sender of the telegram desires his own address to be telegraphed, it must be paid for

5 Whenever a porter cannot be spared for the conveyance of the message, a messenger will be employed, and his name entered on the month's pay sheets for an approved fee.

The regulations in page 17 of the Telegraph Rule Book are hereby cancelled.

General Manager's Office,
Colombo, December 10, 1895

W. T. PEARCE,
General Manager.

110—95

MAIN LINE.—COLOMBO, KANDY, NANU-OYA, HAPUTALE, AND BANDARAWELA—WEEK DAYS.

Distance.	UP. STATIONS	1 Goods R R	2 Mail, Mixed	3 Mixed	4 Mixed to P wela, Goods beyond	5 Mixed	6 Express Pass	7	8 Mixed ✱	9 Goods R R	10 Goods	11 Mixed.	12 Goods R R	13 Mixed.	14 Mail, Pass, & Goods ‡
M. C.		A M	A M	A M	A M	A M	A M	A M	A M	A M.	A M	P M	P M	P M	P M
	Colombo d	5 0	—	—	6 0	—	7 30	—	7 45	9 0	11 0	1 50	2 30	5 15	9 15
	Maradana Junction a	—	—	—	6 4	—	7 33	—	7 48	—	—	1 53	—	5 18	9 33
0 37	× Maradana Junction . d	•	—	—	**6 6**	—	**7 34**	—	7 50	—	—	1 55	—	5 30	9 40
	,, a	•	—	—	**6 15**	—	1a •	—	1a 7 59	1d *9 15*	4d 11 15	B 2 3	7d *2 39*	10d 5 39	—
3 14	× Kelaniya ,, . d	•	—	—	**6 16**	—	•	—	8 0	**926**	11 20	2 4	*2 46*	5 45	—
	,, a	•	—	—	**6 23**	—	•	—	8 7	•	—	2 10	—	5 52	—
5 21	Hunupitiya . d	•	—	—	**6 24**	—	•	—	8 8	—	—	2 11	—	5 54	—
	,, a	•	—	—	**6 35**	—	•	—	8 20	•	2s 11 38	7d 2 22	8d *3 3*	13d 6 4	—
9 0	× Mahara ,, .. d	•	—	—	**6 38**	—	•	—	8 21	—	11 43	2 24	*3 9*	**610**	—
	,, a	•	—	—	**6 58**	—	•	—	1d 8 41	2 4d *1010*	6d 12 5	2 44	—	**630**	—
16 59	× Henaratgoda .. a	•	—	—	**7 5**	—	—	—	8 50	*1040*	12 18	8d 2 45	A	**634**	—
	,, d	•	—	—	**7 21**	—	1d 8 23	—	9 6	—	12 36	3 1	*3 44*	**650**	10 33
	,, a	**6 0**	—	—	7 28	—	**8 25**	—	9 10	—	12 55 B	3 5	*3 50*	**655**	10 38
22 54	× Veyangoda . d	**6 5**	—	—	1d 7 50	—	•	—	2d 9 30	6d 11 22	7d 1 18	3 25	—	**715**	—
	,, a	•	—	—	**8 0**	—	•	—	9 32	—	1 31	3 26	—	12d 7 16	—
30 54	× Mirigama . d	—	—	—	**8 11**	—	A •	—	4d 9 43	—	8d 1 43	3 37	10 13d *4 23*	7 27	—
	,, a	—	—	—	**8 13**	—	—	—	9 50	—	**1 51**	3 38	*4 52*	T 7 28	—
34 45	× Ambepussa ... a .. d	—	—	—	**8 28**	—	2d 9 1	—	10 5	—	**2 5**	3 52	—	B 7 43	—
	,, a	—	—	—	A **8 29**	—	—	—	10 6	—	**2 10**	3 53	—	7 44	—
40 44	× Alawwa . d	—	—	—	**8 42**	—	4d 9 12	—	6d 1019	8d *12 5*	**2 23**	9d 4 5	—	7 56	11 35
	,, a	1d 7 7	—	—	9 35	—	**9 16**	—	1027	*1210*	2 38	10d **4 15**	—	**8 0**	11 40
45 34	× Polgahawela .. a	*7 15*	—	—	9 53	—	**9 32**	—	1043	7d *1227*	9 10d 2 55	**4 32**	12d *5 36*	**817**	11 58
	,, d	2d *7 32*	—	—	10 0	—	**9 38**	—	1125	*1250*	**4 15**	4 38	*6 5*	8 30	12 5
52 11	× Rambukkana a	*7 45*	—	—	10 16	—	9 53 •	—	11 41	—	4 31 •	4 52	6 21	8 45	12 21
	,, d	8 1	—	—		—	•	—	—	—	—	—	—	9 1	12 36
55 50	Kadigamuwa . .	*8 18*	—	—	6d 10 38	—	8d 10 8 •	—	7d 1157	—	12d 4 48 •	12d 5 7	6 53 •	9 16	12 51
59 14	× Alagalla ... d	4 5d *8 22*	—	—	10 49	—	10 22 •	—	12 5	—	○	5 22	**6 53**	9 32	1 5
	,, a	8 38	—	—		—	**10 36**	—	12 21	—	5 •	5 36	14d **7 7**	14d **9 42**	1 10
	Ballany . .								B 1236	9 10d *1 55*	**5 18**	**5 41**	**7 30**	**10 0**	1 28
62 14	Kadugannawa .. a	6d *8 54*	—	Mixed	7d 11 5	—	**10 41**	—	1246	**325**	6 0	**5 59**	7 48	18d **10 15**	—
65 0	× Kadugannawa ... d	**9 2**	—	**9 25**	**1127**	—	7d 10 58	—	1 4	A **343**	6 18	—	—	**1015**	—
	,, a	•	—	**9 43**	**1145**	—	—	—	—	12 13d —	—	—	—	—	—
70 46	× Peradeniya Junction a	9 20	—	9 49	→	—	—	—	—	—	—	—	—	—	—
	,, d	—	—	10 0	—	—	—	—	1 13	—	—	—	—	—	—
74 36	× Kandy . a	—	—	—	—	**630**	—	—	1 27	—	—	—	—	—	—
	,, d	—	—	—	—	**643**	—	—	1 35	**4 15**	—	6 4	—	—	T 1 43
70 46	× Peradeniya Junction a	—	—	*R R*	**1156**	4d 7 25	**11 3**	—	1 57	**4 35**	—	6 25	8 9	—	T 2 4
	,, d	9 40	—	Goods	**1218**	B 7 46	**1124**	—	2 3	—	—	6 43	8 27	—	2 45

82 74	× *Ulapane* . a	7d *10 4*	—	6 52	C R	8 7	C •	—	B 2 32	—	—	B 6 52	—	—	—
	,, d	*10 7*	—	—	7 7	1 0	8 22	**12 0**	B 2 48	*5 15*	—	7 10	*8 52*	—	**2 45**
87 29	× *Nawalapitiya* .. a	*10 23*	—	*R R*	10d				12d						
	. d	9d **1055**	**4 0**	**535**	A **120**	8 30	12 6		3 0	—	—	—	—	—	—
		1130	**435**	**610**	12d **155**	9 5	10d 12 41		3 35	—	—	—	—	—	—
94 38	× Galboda . a	*11 35*	4 38	*6 14*	**2 0**	9 11	**1245**		3 40	—	—	—	—	—	—
	. . d	*12 3*	5 6	*6 42*	**228**	8d 9 39	A 12d **1 13**		11d 4 8	—	—	—	—	—	—
100 13	× Watawala . a	10d A 12 10	B 5 10	*6 50*	2 35	9 45	**1 16**		4 20	—	—	—	—	—	—
	. d	—	—	—	—	—	•		—	—	—	—	—	—	—
—	× Rozelle† .. a	—	—	—	—	C R	•		15d 5 0	—	—	—	—	—	—
	. d	12d •	—	7d *7 30*	14d 3 15	10 27	**156**		5 10	—	—	—	—	—	—
108 16	× Hatton .. a	•	5 50	A **737**	3 32	10 42	2 2		5 25	—	—	—	—	—	—
	d	**1 10**	5 55	A **752**	3 47	10 57	2 17		5 28	—	—	—	—	—	—
111 25	× Kotagala . a	•	6 10	*7 56*	3 50	10d **11 5**	2 19		16d 5 50	—	—	—	—	—	—
	. d	•	6 11	*8 19*	4 13	A **1127**	14d 2 41		T 6 0	—	—	—	—	—	—
115 69	× Talawakele . a	7d 6 34	6 38	*8 23*	—	12d 11 33	2 45		6 22	—	—	—	—	—	—
	. d	—	AB 6 59	*8 45*	—	B 11 56	3 7		6 30	—	—	—	—	—	—
120 9	× Watagoda .. a	14d 2 9	9d B 7 3	*9 0*	—	12 0	3 10		7 10	—	—	—	—	—	—
	. d	**2 20**	7 43	10d *9 40*	—	12 40	16d 3 50		—	—	—	—	—	—	—
128 6	× Nanu-oya . a	**3 0**	7 55	—	—	—	**4 0**		—	—	—	—	—	—	—
	. d	—	10d 8 40	—	—	—	8 **444**		—	—	—	—	—	—	—
136 76	× Ambawela .. a	—	8 50	—	—	—	4 45		—	—	—	—	—	—	—
	... d	—	C R.	—	—	—	C R		—	—	—	—	—	—	—
139 6	× Pattipola .. a	—	—	—	—	—	—		—	—	—	—	—	—	—
	d	—	—	—	—	—	5 15		—	—	—	—	—	—	—
142 76	× Ohiya .. a	—	9 20	—	—	—	5 18		—	—	—	—	—	—	—
	. d	—	9 24	—	—	—	6 8		—	—	—	—	—	—	—
153 42	× Haputale . a	—	1014	—	—	—	6 10		—	—	—	—	—	—	—
	. d	—	1020	—	—	—	6 25		—	—	—	—	—	—	—
156 54	× Diyatalawa ... a	—	1035	—	—	—	6 26		—	—	—	—	—	—	—
	. d	—	1036	—	—	—	6 45		—	—	—	—	—	—	—
160 36	× Bandarawela a	—	1056	—	—	—	—		—	—	—	—	—	—	—

(34)

(35)

Local stone trains are not shown here, see separate table, pages 46 and 47

C R means Call when Required

Note—Black figures and black dots show that the Train takes Ticket

The small figures in centre of column denote passing times

† Due notice will be given of the opening of Rozelle

* Goods only between Polgahawela and Peradeniya Junction

‡ Runs on a "Line Clear" Ticket (signed by Station Master, Colombo) from Colombo to Polgahawela

No 6 Up Express will be assisted by an extra Engine in the rear from Gampola to the top of 85th mile Bank The extra Engine will run light to Gampola

immediately to assist No 4 Up Goods to Nawalapitiya, if required

No 9 Up *R R* will be worked forward from Kadugannawa by Kadugannawa Engine to Peradeniya Colombo Engine returning attached to No 10 Down unless otherwise ordered

A Takes Staff when down *R R* Goods Train runs

B Takes Ticket when *R R* Goods Train *follows*

C Train Engine Ticket Assistant Engine Staff

T Ticket on Saturdays

S Staff on Saturdays

MAIN LINE—BANDARAWELA, HAPUTALE, NANU-OYA, KANDY, AND COLOMBO.—WEEK DAYS.

Distance M C	DOWN. STATIONS	1 Mixed	2 Goods *R R*	3 Goods *R R*	4 Mixed	5 Light Engine	6 Mixed	7 Mixed	8 Goods *R R* Light Engines from N'pitiya	9 Goods	10 Express Pass	11 Regular to G'pola, *R R* beyond	12 Goods *R R*	13 *R R* to Kadg, regular beyond	14 Mixed to Kandy, Goods beyond	15 Goods	16 Mixed
	Bandarawela *d*	A M —	A M —	A M —	A M —	A M —	A M —	A M —	A M —	A M —	A M 6 35	P M —	A M —	A M —	A M —	P M —	P M 1240
3 62	×Diyatalawa *d*	—	—	—	—	—	—	—	—	—	6 55	—	—	—	—	—	1 2
6 74	×Haputale *a*	—	—	—	—	—	—	—	—	—	7 10	—	—	—	—	—	1 17
	" *d*	—	—	—	—	—	—	—	—	—	*m* 7 15	—	—	—	—	—	1 30
17 06	×Ohiya *a*	—	—	—	—	—	—	—	—	—	8 5	—	—	—	—	—	2 20
	" *d*	—	—	—	—	—	—	—	—	—	8 10	—	—	—	—	—	2 30
21 30	×Pattipola *a*	—	—	—	—	—	—	—	—	—	C R	—	—	—	—	—	2 50
	" *d*	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2 55
23 40	×Ambawela *a*	—	—	—	—	—	—	—	—	—	u 8 41	—	—	—	—	—	3 5
	" *d*	—	—	—	—	—	—	—	—	—	842	—	—	—	—	—	3 10
32 30	×Nanu-oya *a*	—	—	—	—	—	—	—	—	—	925	—	—	—	—	—	6u 3 55
	" *d*	—	—	—	—	—	—	B 5 25	6 20	—	3u 9* 35	—	*1015*	—	1 25	—	4 30
40 27	×Watagoda *a*	—	—	—	—	—	—	B 6 5	u 7 0	—	1015	—	*1055*	—	1u 2 5	—	5 10
	" *d*	—	—	—	—	—	—	6 7	A 7 23	—	B 1017	—	*11 0*	—	2 10	—	5 15
44 47	×Talakele *a*	—	—	—	—	—	—	-u 6 29	3u 7 45	—	1038	—	5u *1122*	—	6u 2 32	—	8u 5 37
	" *d*	—	—	—	—	—	—	A 640	8 20	—	1042	—	*1128*	—	2 42	4 25	5 51
49 11	×Kotagala *a*	—	—	—	—	—	—	7 2	•	—	5u 11 4	—	—	—	3 5	4 48	6 14
	" *d*	—	—	—	—	—	—	7 8	8 41	—	11 7	—	—	—	3 8	4 51	6 17
52 20	×Hatton *a*	—	—	—	—	—	—	3u 7 23	*8 58*	—	B 1122	—	*12 6*	—	4u 3 23	8u 5 5	6 32
	" *d*	—	—	—	—	—	—	7 45	*9 5*	—	1128	—	*1216*	—	3 35	520	6 47
—	×Rozelle‡ *a*	—	—	—	—	—	—	C R	—	—	—	—	1u — 12 38	—	—	•	—
	" *d*	—	—	—	—	—	—	B 8 5	—	—	—	—		—	3 55	•	7 7
60 23	×Watawala *a*	—	—	—	—	—	—	8 25	5u *9 45*	—	1u 12 8	—	6u *1256*	—	8u 4 15	6 0	7 27
	" *d*	—	—	—	—	—	—	8 30	A 950	—	1210	—	*1 20*	—	425	6 5	7 32
65 78	×Galboda *a*	—	—	—	—	—	—	3u8 59	1018	—	6u 1238	—	4u *1 48*	—	453	633	8 0
	" *d*	—	—	—	—	—	—	B 9 6	*10 20*	—	1243	—	*1 56*	—	455	640	8 5
73 7	×N'pitiya *a*	—	—	—	—	—	—	9 40	*10 55*	—	1u 1 18	—	5u *2 25*	—	530	715	8 40
	" *d*	—	5 0	5 30	6 0	7 8	9 0	9 50	10 10 —	—	124	1 40	245	3 0	5 45	525	9 0
—	14m Bank *d*	—	•	•	•	—	•	A •	—	—	•	—	•	•	—	Pilot	—
—	×Ulapane *a*	—	•	•	A •	—	•	1u •	— 11 52	—	1 39	—	A •	A •	—	for No	—
	" *d*	—	•	•	616	—	—	10 5	11 15 12 17	—	•	—	•	•	6 0	11 Up	—
82 11	×Gampola *a*	—	5 32	6 3	7u 633	7 40	9 32	1022	11 28	—	6u 156	2 12	317	3 33	11u 6 18	6 0	9 33
	" *d*	—	5 40	—	6 40	—	—	10 28	—	—	2 0	B 2 25	B 3 25	B 3 38	A 626	—	9 40

Distance																		
89 70	P'deniya J *a*	—	• z	Bank Engine for No 1 Up *R R*	5u 7 5	—	Mixed to Kganawa Reg Gds beyond	6u *1049*	—	P M	221	•	—	—	—	A 647	—	12u 10 2
	" *d*	—	• z		—	—		—	—			•	B 2 46	8u —	8u —		—	1015
93 60	Kandy *a*	—	•		—	—		—	—	Goods		•	—	—	—		—	1025
	" *d*	5 0	•		—	—	8 20	—	—	12 30		•	—	—	—		—	—
89 70	×P'deniya J *a*	5 10	•		•	—	8 33	—	—	1245		•	—	—	—		—	—
	" *d*	5 17	•		728	—	8 43	11 9	—	1 30	A 226	•	—	—	—	7 3	—	—
95 36	×K'gannawa *a*	5 35	6 20		745	—	1u 9 0	4u 1126	—	5u 1 48	243	•	3 5	4 3	4 16	1.u 7 20	—	—
	" *d*	5 40	6 25	6 0	749	7 30	9 30	1131	—	1 58	9u 2 47	•	—	*4 13*	7 10	10 30	—	—
		5 0	5 44		8 8	•	—	11 50	—	2 14	3 6	B •	—	4 29	—	10 49	—	—
98 22	Ballany				—													
101 22	×Alagalla *a*	6 13	6 57		1u821	•	4 6u 10 5	8u 12 3	Mixed	2 30	3 19	•	—	10 11u *4 45*	7 42	11 4	—	—
	" *d*	6 15	*6 59*		8 23	A •§	10 34	12 4		2 32		•	—	*5 22*	7 43	11 6	—	—
		6 19	7 13		8 38	•	—	12 18		2 47	3 31	•	—	5 37	—	11 22	—	—
104 66	K'gamuwa																	
108 25	×R'bukkana *a*	6 43	1u *7 27*	7 0	8 52	8 35	11 5	9u 1231	— †	10u 3 5	10u 3 47	•	—	12u *5 54*	8 10	11 40	—	—
	" *d*	6 50	8 5		8 56	—	10 5	12 35	A 1215	3 30	3 50	•	—	*6 0*	—	—	—	—
115 2	×Polga'wela *a*	A 1u 7 7	8 22	—	4 6u 9 13	—	8u 10 22	12 52	A 1232	11u 3 48	11u 4 6	•	—	*6 17*	Mixed	—	—	—
	" *d*	7 11	4u *8 45*	—	9 15	—	1035	1255	1 10	—	410	•	—	*6 30*	4 22	—	—	—
119 72	×Alawwa *a*	7 23	*8 57*	—	9 27	—	1048	•	1 22		•	•	—	—	4 34	—	—	—
	" *d*	7 25	6u 9 2	—	9 28	— A	•	•	1 23		•	•	—	—	4 35	—	—	—
125 71	×Am'pussa *a*	7 41	•	—	8u 9 44	—	11 5	•	10u 1 38		•	12u 4 30	—	—	12u 4 49	—	—	—
	" *d*	7 43	—	—	946	—	1110	—	1 44		•	•	—	—	B 4 51	—	—	—
129 62	×Minigama *a*	1u 7 54	*9 28*	—	958	—	9u 1122	10u 1 28	1 55		•	•	—	13u *7 10*	5 3	—	—	—
	" *d*	7 57	8u 9 35	—	959	—	11 30	•	1 57		•	•	—	*7 16*	5 4	—	—	—
137 62	×Veyangoda *a*	8 16	9 54	—	A 1019	—	11 50	1 47	2 16		457	•	—	*7 36*	5 23	—	—	—
	" *d*	8 26	10 0	—	1022	—	12 0	1 50	2 21		5 0	•	—	*7 40*	5 27	—	—	—
143 57	×Hen'goda *a*	8u 8 41	8u •	—	1036	—	10u 12 16	•	11u 2 37		•	•	—	—	5 43	—	—	—
	" *d*	A 845	10 18	—	9u 10 30	—	1225	—	A 2 48		•	•	—	—	5 48	—	—	—
151 36	×Mahara *a*	9 4	•	—	10 39	—	1245	11u 2 21	1.u 3 8		•	•	—	—	13u 6 8	—	—	—
	" *d*	9 6	•	—	11 0	—	12 50	2 30	3 13		—	—	—	—	6 12	—	—	—
155 15	H'pitiya *a*	9 16	•	—	11 11	—	—	A •	3 24		—	—	—	—	6 23	—	—	—
	" *d*	9 17	•	—	11 12	—	—	•	3 25		—	—	—	—	6 24	—	—	—
157 22	×Kelaniya *a*	9u 9 23	•	—	10u 11 19	—	—	12u 2 45	3 33		13u 5 49	•	—	—	6 31	B —	—	—
	" *d*	9 25	—	—	1120	—	—	—	3 34		—	—	—	—	6 33	—	—	—
159 79	×M'dana J *a*	9 34	—	—	1129	—	1 15	2 52	3 43		550	—	—	—	6 42	—	—	—
	" *d*	9 37	—	—	11 34	—	1 18	2 56	3 47		5 55	—	—	—	6 47	—	—	—
160 36	×Colombo *a*	9 40	*11 0*	—	11 38	—	1 20	3 0	3 50		5 58	—	*8 40*	—	6 50	—	—	—

Local stone trains are not shown here, see separate table pages 46 and 47

m Mixed to Nanu-oya
‡ Due notice will be given of the opening of Rozelle
‖ This Train must not be allowed to delay No 11 Up
* Will not start till 9 40 when No 2 Up *R R* runs
§ When No 1 Up *R R* runs this Engine will stop at Alagalla for it to pass and for No 4 Down to precede
C. R means Call when Required
† No 8 Down to leave Rambukkana at 11 45 A M when No 9 Up *R R* runs
It will then take Staff
The small figures in centre of column denote passing times

A Takes Staff when *R R* Goods Train runs
B Takes Ticket when *R R* Goods Train runs
f Takes Ticket on Saturdays
s Takes Staff on Saturdays

No 5 Down light engine must shunt out and marshal all up-country wagons on hand at Rambukkana Bankrider of No 4 Up will do this work
¶ Must wait for "Line Clear" of No 12 Down when that train runs

MAIN LINE—COLOMBO, KANDY, NANU-OYA, HAPUTALE, AND BANDARAWELA—SUNDAYS

Distance.	UP. STATIONS		1 Pass	2 Pass	3 Pass
			A M	A M	P M
M C.	Colombo	d	—	7 0	3 0
0 37	×Maradana Junction	a	—	7 3	3 3
		d	—	7 5	3 5
3 14	×Kelaniya	a	—	7 13	3 13
		d	—	7 15	3 15
5 21	Hunupitiya	a	—	7 21	3 21
		d	—	7 22	3 22
9 0	×Mahara	a	—	7 32	3 32
		d	—	7 33	3 33
16 59	×Henaratgoda	a	—	7 53	3 53
		d	—	7 55	3 55
22 54	×Veyangoda	a	—	8 11	3d 4 11
		d	—	8 14	**4 16**
30 54	×Mirigama	a	—	8 35	**4 37**
		d	—	8 38	4 39
34 45	×Ambepussa	a	—	8 50	4 51
		d	—	8 51	A 4 52
40 44	×Alawwa	a	—	9 6	5 7
		d	—	9 7	5 8
45 34	×Polgahawela	a	—	1d 9 19	5 20
		d	—	9 23	5 23
52 11	×Rambukkana	a	—	9 39	5 39
		d	—	9 45	5 46
55 50	Kadigamuwa	a	—	9 59	6 1
59 14	×Alagalla	d	—	—	—
		a	—	10 14	6 16
62 14	Ballany	d	—	10 28	6 31
65 0	×Kadugannawa	a	—	10 43	6 46
		d	—	10 48	6 51
70 46	×Peradeniya Junction	a	—	11 5	7 9
		d	—	—	—
74 36	×Kandy	a	—	—	—

DOWN. STATIONS		1 Pass	2 Light Engine	3 Pass	4 Mixed.
		A M	A M	A M	P M
Bandarawela	d	—	—	5 20	1 0
×Diyatalawa	d	—	—	5 40	1 20
×Haputale	a	—	—	5 55	1 35
	d	—	—	6 0	1 40
×Ohiya	a	—	—	6 50	2 30
	d	—	—	6 54	2 34
×Pattipola	a	—	—	C R	C R
	d	—	—	—	—
×Ambawela	a	—	—	7 25	3 5
	d	—	—	7 26	3 6
×Nanu-oya	a	—	—	8 10	2u 3 50
	d	—	—	8 20	**4 5**
×Watagoda	a	—	—	1u 9 0	**4 45**
	d	—	—	9 7	**4 46**
×Talawakele	a	—	—	9 28	**5 7**
	d	—	—	9 34	5 15
×Kotagala	a	—	—	9 56	5 37
	d	—	—	9 59	5 40
×Hatton	a	—	—	10 14	5 55
	d	—	—	10 20	6 10
×Rozelle	a	—	—	—	—
×Watawala	a	—	—	11 0	6 50
	d	—	—	11 3	6 53
×Galboda	a	—	—	11 31	7 21
	d	—	—	11 33	7 25
×Nawalapitiya	a	—	—	2u 12 8	3u 8 0
	d	—	1040	12 26	**8 30**
14th mile Bank	d	—	—	—	•
×Ulapane	a	—	—	—	•
	d	—	—	12 40	**8 45**
×Gampola	a	—	1115	12 58	**9 3**
	d	—	—	1 0	**9 10**

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70 46	×Peradeniya Junction	a	—	—	—
		d	—	11 9	7 16
78 25	×Gampola	a	—	11 30	7 37
		d	—	11 33	7 44
82 74	×Ulapane	a	—	—	—
		d	—	11 50	8 1
87 29	×Nawalapitiya	a	—	3d 12 3	4d 8 16
		d	5 35	12 11	—
94 38	×Galboda	a	6 10	12 46	—
		d	6 14	12 50	—
100 13	×Watawala	a	6 42	1 18	—
		d	6 47	1 20	—
—	×Rozelle	a	—	—	—
		d	—	—	—
108 16	×Hatton	a	7 27	2 0	—
		d	7 40	2 5	—
111 25	×Kotagala	a	7 55	2 20	—
		d	8 0	2 21	—
115 69	×Talawakele	a	8 23	2 43	—
		d	8 28	2 46	—
120 9	×Watagoda	a	3d 8 50	3 8	—
		d	**9 0**	3 10	—
128 6	×Nanu-oya	a	**940**	3 50	—
		d	9 50	4d **3 55**	—
136 76	×Ambawela	a	1034	**4 39**	—
		d	1038	4 40	—
139 6	×Pattipola	a	C R	C R	—
		d	—	—	—
142 76	×Ohiya	a	11 7	5 10	—
		d	11 8	5 11	—
153 42	×Haputale	a	1158	6 0	—
		d	12 3	6 5	—
156 54	×Diyatalawa	a	1218	6 20	—
		d	1220	6 21	—
160 36	×Bandarawela	a	1240	6 40	—

	Peradeniya Junction	a	—	—	1 21	**9 31**
		d	—	—	—	9 40
	Kandy	a	—	—	—	9 50
		d	**7 10**	—	—	—
	×Peradeniya Junction	a	**7 23**	—	—	—
		d	7 28	—	1 26	—
	×Kadugannawa	a	7 45	PM	**1 43**	—
		d	7 49	4 15	**1 48**	—
	Ballany	a	8 8	—	2 7 •	—
	×Alagalla	a	8 22	—	**2 20**	—
		d	8 23	—	**2 21**	—
	Kadigamuwa	a	8 38	—	2 35 •	—
	×Rambukkana	a	8 52	5 20	**2 48**	—
		d	8 57	—	2 52	—
	×Polgahawela	a	2u 9 14	—	3 8	—
		d	**9 20**	—	3 13	—
	×Alawwa	a	•	—	3 25	—
		d	**9 32**	—	3 26	—
	×Ambepussa	a	•	—	3 40	—
		d	**9 47**	—	3 42	—
	×Mirigama	a	•	—	3 54	—
		d	**10 0**	—	3 56	—
	×Veyangoda	a	**1020**	—	3u 4 16	—
		d	10 22	—	4 20	—
	×Henaratgoda	a	10 38	—	4 36	—
		d	10 39	—	4 38	—
	×Mahara	a	10 59	—	4 58	—
		d	11 0	—	5 0	—
	Hunupitiya	a	11 12	—	5 11	—
		d	11 13	—	5 12	—
	×Kelaniya	a	11 20	—	5 19	—
		d	11 22	—	5 21	—
	×Maradana Junction	a	11 31	—	5 30	—
		d	11 35	—	5 36	—
	×Colombo	a	11 39	—	5 39	—

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A Ticket when No 1 Up *R R.* runs on Mondays

BRANCH LINE.—POLGAHAWELA AND KURUNEGALA.

Distance	DOWN.		WEEK DAYS		SUNDAYS		Distance	UP.		WEEK DAYS		SUNDAYS	
			A M	P M	A M	P M.				A M	P M	A M	P M
M C		d	8 15	3 15	8 25	2 15	M C		d	9 25	4 25	9 25	5 25
—	×Kurunegala						—	×Polgahawela Junct					
5 48	Potuhera	a	8 33	3 33	8 43	2 33	7 40	Potuhera	a	9 50	4 50	9 50	5 50
		d	8 35	3 35	8 45	2 35			d	9 52	4 52	9 52	5 52
13 8	,, ×Polgahawela Junct	a	9 0	4 0	9 10	3 0	13 8	,, ×Kurunegala	a	1010	5 10	1010	6 10

All Trains will carry Staff. Load of Trains—20 Loaded Vehicles each way.

BRANCH LINE—PERADENIYA JUNCTION, KANDY, AND MATALE

Distance	UP. STATIONS		WEEK DAYS 1 Mixed	2 Mixed	3 Mixed	4 Goods	5 Mixed	6 Mixed	7 Mixed	8 Pass	9 Pass	10 Pass	11 Mail *	SUNDAYS 1 Mixed	2 Mixed	3 Mixed	4 Mail	5 Mixed
			A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	P M	P M	P M
M C	×Peradeniya Jun	d	7 29	9 49	11 1	1 30	2 24	—	**6 2**	**6 57**	**10 5**	10 15	1 40	—	11 9	1 25	**7 12**	9 40
0 40	Peradeniya	a	7 32	9 52	11 4	1 33	2 27	—	**6 5**	**7 0**	C R	—	—	—	1112	1 28	**7 15**	—
		d	7 33	9 53	11 5	1 36	2 28	—	**6 6**	**7 2**	•	—	—	—	1113	1 29	**7 16**	—
3 70	×Kandy	a	7 40	10 0	1113	1 45	2 35	—	**6 13**	**7 10**	**10 15**	10 25	1 50	—	1120	1 37	**7 23**	9 50
	,,	d	7 45	—	1120	—	—	—	6 20	—	—	—	1 55	8 0	1130	2 45	7 35	—
4 71	Mahaiyawa	a	7 50	—	1125	—	—	—	6 25	—	—	—	—	—	1135	2 50	7 40	—
		d	7 51	—	1126	—	—	—	6 26	—	—	—	—	8 6	1136	2 51	7 41	—
7 25	×Katugastota	a	8 1	—	1136	—	—	—	6 36	—	—	—	2 10	8 16	1146	3 1	7 51	—
	,,	d	8 4	—	1139	—	—	—	6 37	—	—	—	2 11	8 19	1149	3 4	7 54	—
11 33	×Wattegama	a	8 16	—	1151	—	—	—	6 49	—	—	—	2 24	8 31	12 1	3 16	8 6	—
	,,	d	8 19	—	1154	—	—	—	6 52	—	—	—	2 26	8 34	12 4	3 19	8 9	—
17 52	×Ukuwela	a	8 38	—	1213	—	—	—	—	—	—	—	—	—	1223	3 38	8 28	—
	,,	d	8 39	—	1214	—	—	—	7 12	—	—	—	—	8 54	1224	3 39	8 29	—
21 9	Matale	a	8 50	—	1225	—	—	—	7 23	—	—	—	2 56	9 5	1235	3 50	8 40	—

Staff Working

Between Kandy and Matale: All Trains will carry Staff.
Between Peradeniya Junction and Kandy:
Week Days—Nos. 7, 8, and 9 will carry Ticket, and Nos. 1, 2, 3, 4, 5, 10, and 11 will carry Staff.
Sundays—All Trains carry Staff except No. 4.

* See special Staff arrangements for this Train

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BRANCH LINE.—MATALE, KANDY, AND PERADENIYA JUNCTION.

Distance	DOWN. STATIONS		WEEK DAYS 1 Mixed	2 Goods	3 Pass.	4 Pass	5 Mixed	6 Goods	7 Mixed	8 Mixed	9 Mixed	10 Mixed	11 Pass Mail	SUNDAYS 1 Pass.	2 Mixed	3 Mixed	4 Pass
			A M	A M.	A M	A M	A M	P M	P M	P M	P M	P M.	A M	A M	A M	P M	P.M
M C	Matale	d	—	—	5 55	—	9 20	—	—	1250	—	7 45	—	5 55	9 35	12 55	4 15
—		a	—	—	6 6	—	9 31	—	—	1 1	—	—	—	6 6	9 46	1 6	—
3 37	×Ukuwela	d	—	—	6 7	—	9 33	—	—	1 3	—	—	—	6 7	9 47	1 7	4 27
	,,	a	—	—	6 26	—	9 52	—	—	1 22	—	7 57	—	6 26	10 6	1 26	4 45
6 56	×Wattegama	d	—	—	6 29	—	9 56	—	—	1 26	—	8 16	—	6 29	10 9	1 29	4 49
	,,	a	—	—	6 40	—	10 8	—	—	1 38	—	8 20	—	6 40	1021	1 41	5 0
13 64	×Katugastota	d	—	—	6 43	—	1011	—	—	1 41	—	8 31	—	6 43	1023	1 43	5 3
	,,	a	—	—	6 54	—	1022	—	—	1 52	—	8 35	—	6 54	1034	1 54	—
16 18	Mahaiyawa	d	—	—	6 55	—	1024	—	—	1 54	—	—	—	6 55	1035	1 55	5 15
	,,	a	—	—	7 0	—	1029	—	—	1 59	—	8 47	—	7 0	1040	2 0	5 20
17 19	×Kandy	d	**5 0**	**6 30**	7 10	8 20	1040	**1230**	1 15	2 5	5 35	8 52	1 15	**7 10**	1045	1 5	6 40
		a	•	**6 38**	7 18	8 28	1048	C R	1 23	2 13	5 43	—	—	**7 18**	1053	1 13	6 48
20 49	Peradeniya	d	•	**6 40**	7 19	8 30	1049	•	1 24	2 14	5 44	—	—	**7 19**	1054	1 14	6 49
	,,	a	**5 10**	**6 43**	7 22	8 33	1052	**1245**	1 27	2 17	5 47	—	1 25	**7 22**	1057	1 17	6 52
21 9	×Peradeniya Junction	d	5 17	7 25	7 28	8 43	1053	—	1 35	2 17	5 54	—	1 43	**7 28**	1059	1 17	7 4

A cross opposite the name of a Station denotes that it is a Crossing Station. C.R. means Call when Required.

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Staff Working.

Between Matale and Kandy: All Trains will carry Staff.
Between Kandy and Peradeniya Junction:
Week Days—Nos. 1, 2, and 6 will carry Ticket, and Nos. 3, 4, 5, 7, 8, 9, and 11 will carry Staff.
Sundays—All Trains carry Staff except No. 1.

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TRAIN STAFF REGULATIONS

MAIN LINE.—COLOMBO, KANDY, HAPUTALE, AND BANDARAWELA.

UP.

STATIONS From	STATIONS To	WEEK DAYS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	SUNDAYS 1	2	3
		Goods *R R*	Mail, Pass, & Goods	Goods N pitiya to N oya *R R*	Mixed	Mixed	Express Pass		Mixed	Goods *R R*	Goods	Mixed	Goods *R R*	Mixed	Mail, Pass and Goods	Pass	Pass	Pass
Maradana J.	Kelaniya	Ticket	—	—	Ticket	—	Ticket	—	Staff	Staff	Staff	Staff*	Staff	Staff	This Train runs between Colombo and Polgahawela with a "Line Clear" Ticket signed by Station Suptt., Colombo	—	Staff	Staff
Kelaniya ...	Mahara .	Ticket	—	—	Ticket	—	Ticket	—	Staff	Ticket	Staff	Staff	Staff	Staff		—	Staff	Staff
Mahara ...	Henaratgoda	Ticket	—	—	Ticket	—	Ticket	—	Staff	Staff	Staff	Staff	Staff	Tkt s		—	Staff	Staff
Henaratgoda	Veyangoda ..	Ticket	—	—	Ticket	—	Staff	—	Staff	Staff	Staff	Staff*	Staff	Tkt s		—	Staff	Staff
Veyangoda ...	Mirigama	Ticket	—	—	Staff	—	Ticket	—	Staff	Staff	Staff	Staff*	Staff	Tkt s		—	Staff	Ticket
Mirigama ..	Ambepussa .	Staff	—	—	Ticket	—	Ticket‡	—	Staff	Staff	Staff	Staff*	Staff	Stff *†		—	Staff	Staff *
Ambepussa ..	Alawwa ..	Staff	—	—	Ticket	—	Staff	—	Staff	Staff	Ticket	Staff	Staff	Stff *†		—	Staff	Staff *
Alawwa ...	Polgahawela	Staff	—	—	Tkt ‡	—	Staff	—	Staff	Staff	Ticket	Staff	Staff	Stff *†		—	Staff	Staff *
Polgahawela	Rambukkana	Staff	—	—	Staff	—	Ticket	—	Staff	Staff	Staff	Ticket	Staff	Ticket	Staff	—	Staff	Staff
Rambukkana	Alagalla ..	Staff	—	—	Staff	—	Ticket	—	Staff	Staff	Ticket	Staff	Staff	Staff	Staff	—	Staff	Staff
Alagalla	Kadugannawa	Staff	—	—	Staff	—	Ticket	—	Staff*	Staff	Ticket	Staff	Ticket	Staff	Staff	—	Staff	Staff
Kadugannawa	Peradeniya J	Ticket	—	Ticket	Ticket	—	Staff	—	Staff	Tkt ‡	Staff	Ticket	Ticket	Ticket	Staff	—	Staff	Staff
Peradeniya J	Gampola ..	Staff	—	—	Ticket	Staff*	Ticket	—	Staff	Ticket	—	Staff	Staff	—	Staff †	—	Staff	Staff
Gampola ...	Ulapane ..	Staff	—	Staff	Staff	Staff*	Staff t	—	Staff*	Staff	—	Staff*	Staff	—	Staff	—	Staff	Staff
Ulapane ...	Nawalapitiya	Staff	—	Staff	Staff	Staff	Staff t	—	Staff*	Staff	—	Staff*	Staff	—	Staff	—	Staff	Staff
Nawalapitiya	Galboda ..	Ticket	Ticket	Ticket	Tkt s	Staff	Staff	—	Staff	—	—	—	—	—	—	Staff	Staff	—
Galboda ...	Watawala ..	Staff	Staff*	Staff	Ticket	Staff	Ticket‡	—	Staff	—	—	—	—	—	—	Staff	Staff	—
Watawala ...	Rozelle ..	Tkt. s	Staff*	Staff	Staff	Staff	Ticket	—	Staff	—	—	—	—	—	—	Staff	Staff	—
Rozelle ...	Hatton . .	Ticket	Staff*	Staff	Staff	Staff	Ticket	—	Staff	—	—	—	—	—	—	Staff	Staff	—
Hatton ..	Kotagala .	Ticket	Staff	Tkt ‡	Staff	Staff	Staff	—	Staff	—	—	—	—	—	—	Staff	Staff	—
Kotagala ..	Talawakele .	Ticket	Staff	Staff	Staff	Tkt s	Staff	—	Staff	—	—	—	—	—	—	Staff	Staff	—
Talawakele .	Watagoda .	Staff	Staff*	Staff	*R R. from Hatton*	Staff*	Staff	—	Staff†	—	—	—	—	—	—	Staff	Staff	—
Watagoda ...	Nanu-oya ..	Ticket	Staff*	Staff		Staff	Staff	—	Staff	—	—	—	—	—	—	Ticket	Staff	—
Nanu-oya .	Ambawela ...	—	Staff	—		—	Tkt §	—	—	—	—	—	—	—	—	Staff	Ticket	—
Ambawela ..	Pattipola .	—	Staff	—		—	Staff	—	—	—	—	—	—	—	—	Staff	Staff	—
Pattipola .	Ohiya ..	—	Staff	—		—	Staff	—	—	—	—	—	—	—	—	Staff	Staff	—
Ohiya .	Haputale .	—	Staff	—	—	—	Staff	—	—	—	—	—	—	—	—	Staff	Staff	—
Haputale .	Diyatalawa	—	Staff	—	—	—	Staff	—	—	—	—	—	—	—	—	Staff	Staff	—
Diyatalawa ...	Bandarawela	—	Staff	—	—	—	Staff	—	—	—	—	—	—	—	—	Staff	Staff	—

* Ticket when *R R* follows
t Train Engine Ticket, Assisting Engine Staff.
† Ticket on Saturdays
s Staff when No. 12 Down *R R* runs
‡ Staff when Down *R R* runs
§ Staff on Saturdays

MAIN LINE.—BANDARAWELA, HAPUTALE, KANDY, AND COLOMBO

DOWN. STATIONS

From	To	WEEK DAYS 1 Mixed	2 Goods R R.	3 Goods R R	4 Mixed	5 Light Engine	6 Mixed	7 Mixed	8 Goods R R Light Eng from N'pitiya, Mxd from R kana	9 Goods	10 Express Pass	11 Pilot for 8 up	12 Goods R R	13	14 Mixed to Kandy, Goods to Rambukkana	15 Goods R R to Hatton & Beyond	16 Mixed.	SUNDAYS 1 Pass	2 Light Engine	3 Pass	4 Pass
Bandarawela	Diyatalawa ...	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	Staff	Staff
Diyatalawa	Haputale ...	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	Staff	Staff
Haputale	Ohiya ..	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	Staff	Staff
Ohiya	Pattipola ...	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	Staff	Staff
Pattipola	Ambawela ...	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	Staff	Staff
Ambawela	Nanu-oya ...	—	—	—	—	—	—	—	—	—	Tkt	—	—	—	Staff	—	Staff	—	—	Staff	Staff
Nanu-oya ..	Watagoda ..	—	—	—	—	—	—	Stff *	Staff	—	Stff *	—	Staff	—	Staff	—	Staff	—	—	Staff	Tkt.
Watagoda ..	Talawakele ..	—	—	—	—	—	—	Staff	Tkt ‡	—	Stff *	—	Staff	—	Staff	—	Staff	—	—	Staff	Tkt.
Talawakele ..	Kotagala ..	—	—	—	—	—	—	Tkt ‡	Tkt	—	Staff	—	Staff	—	Staff	Staff	Staff	—	—	Staff	Staff
Kotagala ..	Hatton .	—	—	—	—	—	—	Stff s	Staff	—	Stff.*	—	Staff	—	Staff	Staff	Staff	—	—	Staff	Staff
Hatton ..	Rozelle	—	—	—	—	—	—	Stff *	Staff	—	Stff *	—	Staff	—	Staff	Tkt	Staff	—	—	Staff	Staff
Rozelle .	Watawala	—	—	—	—	—	—	Stff *	Staff	—	Stff s	—	Staff	—	Staff	Tkt	Staff	—	—	Staff	Staff
Watawala ..	Galboda .	—	—	—	—	—	—	Staff	Tkt ‡	—	Staff	—	Staff	—	Tkt	Tkt	Staff	—	—	Staff	Staff

Galboda ...	*Nawalapitiya*	—	—	—	—	—	—	Stff *	Staff	—	Staff	—	Staff	—	Tkt.	Tkt	Staff	—	—	Staff	Staff
Nawalapitiya	Ulapane ...	—	Tkt	Tkt	Tkt ‡	Staff	Tkt	Tkt ‡	Staff	—	Tkt.	Staff	Tkt ‡	Tkt ‡	Staff	Tkt	Staff	—	Staff	Staff	Tkt.
Ulapane ...	Gampola ..	—	Tkt	Tkt	Tkt ‡	Staff	Staff	Tkt	Staff	—	Tkt	Staff	Tkt ‡	Tkt ‡	Staff	Tkt	Staff	—	Staff	Staff	Tkt.
Gampola ...	Peradeniya J	—	Tkt	Bank engine to pilot 1 up *RR*	Staff	—	—	Staff	—	—	Tkt	Staff*	Staff*	Staff	Tkt ‡	—	Staff	—	—	Staff	Tkt.
Peradeniya ...	Kadugannawa	Tkt	Tkt.	—	Tkt	—	Staff	Staff	—	Tkt.	Tkt ‡	Staff*	Staff	Staff	Staff	—	—	Staff	—	Staff	—
Kadugannawa	Alagalla ..	Tkt	Tkt.	Tkt	Tkt ‡	Tkt	Staff	Staff	—	Tkt	Stff *	—	Staff	Staff	Staff	—	—	Staff	Staff	Tkt	—
Alagalla ...	Rambukkana	Tkt	Staff†	Tkt	Stff §	Tkt §	Staff	Tkt ‡	—	Tkt.	Staff	—	Staff	Staff	—	—	—	Staff	Staff	Tkt	—
Rambukkana	Polgahawela	Tkt ‡	Tkt	—	Staff	—	Staff	Staff	Tkt ‡	Tkt.	Staff	—	—	Staff	—	—	—	Staff	—	Staff	—
Polgahawela	Alawwa .	Staff	Staff	—	Staff	—	Tkt ‡	Tkt	Staff	—	Tkt	—	Staff	Staff	—	—	—	Tkt	—	Staff	—
Alawwa ...	Ambepussa	Staff	Tkt	—	Staff	—	Tkt ‡	Tkt	Staff	—	Tkt	—	Staff	Staff	—	—	—	Tkt	—	Staff	—
Ambepussa ...	Mirigama	Staff	Staff	—	Tkt	—	Tkt ‡	Staff	Staff	—	Tkt	—	Staff	Staff*	—	—	—	Tkt	—	Staff	—
Mirigama ..	Veyangoda .	Staff	Tkt	—	Tkt ‡	—	Staff	Tkt	Staff	—	Tkt	—	Staff	Staff	—	—	—	Tkt	—	Staff	—
Veyangoda ...	Henaratgoda	Staff	Tkt	—	Tkt ‡	—	Staff	Tkt	Staff	—	Tkt	—	Staff	Staff	—	—	—	Staff	—	Staff	—
Henaratgoda	Mahara ...	Tkt ‡	Tkt	—	Staff	—	Tkt	Staff	Tkt ‡	—	Tkt	—	Staff	Staff	—	—	—	Staff	—	Staff	—
Mahara ...	Kelaniya ...	Staff	Tkt	—	Staff	—	Staff	Tkt ‡	Tkt.	—	Staff	—	Staff	Stff *	—	—	—	Staff	—	Staff	—
Kelaniya ..	Maradana Jn	Staff	Staff	—	Tkt	—	Staff	Tkt	Tkt	—	Tkt	—	Staff	Stff *	—	—	—	Staff	—	Staff	—

* Ticket when *R R* follows

† Takes Staff on Saturdays.

‡ Takes Staff when Up *R R.* runs.

§ See note on page 37.

s Ticket when Down *R R* runs and Up *R.R.* does not run

LOCAL TABLE OF TRAINS BETWEEN

STATIONS	Workmen's Train.	No. 4 Main Line	No 1 Rubble	No 1 Coast Line	No 6 Up Main Line	No 81 p Main Line	No 2 Up Coast Line	Light Engines	No 4 Up Coast Line	No 9 R R Main Line	No 5 Up Coast Line	No 2 Rubble.	No. 10 Up Goods Main Line
UP.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Wharf d	—	—	—	—	—	—	—	—	—	—	—	—	—
Fort ... a	—	—	—	—	—	—	—	—	—	—	—	—	—
" d	5 42	—	—	7 6	—	—	—	—	—	—	—	9 55	—
RacquetCourtJ d	—	—	6 5	—	—	—	7 49	—	8 52	—	9 50	—	—
Pettah .. a	5 44	—	6 8	7 8	—	—	—	8 10	—	—	—	9 55	—
" .. d	5 46	—	6 10	7 10	—	—	7 51	8 11	8 54	—	9 52	9 58	—
Maradana .. a	5 50	6 4	6 15	7 14	7 33	7 48	7 54	8 30	8 56	—	9 56	10 0	—
" . d.	—	6 6	6 25	—	7 34	7 54	7 58	8 34	9 0	—	10 0	—	—
Kelaniya a	—	6 15	—	—	—	8 3	—	—	—	9 3	—	10 4	11 1
" .. d	—	6 16	—	—	—	8 4	—	—	—	9 15	—	—	11 2
Mahara . a	—	6 35	6 50	—	—	8 23	—	—	—	9 26	—	10 30	11 3
Mahara Quarry a	—	—	6 55	—	—	—	—	—	—	—	—	10 35	—

WHARF AND MAHARA.—UP TRAINS—WEEK DAYS.

No. 6 Up Coast Line.	Light Engines.	Wharf R R Goods.	No 7 Up Coast Line	No 3 Up Rubble	No 11 Main Line	Saturday Wharf Train.	No 12 p R R Main Line	No 9 p Coast Line.	Light Engines.	No 13 Up Main Line	No 10 Coast Line	Wharf Train.	No 12 Saturday Train	No 13 Coast Line	No 14 Coast Line	No 14 Up Main Line
A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
—	—	1 0	—	—	—	2 25	—	—	—	—	—	5 20	—	—	—	—
11 2	—	—	—	—	—	2 36	—	—	—	—	—	5 27	—	—	—	—
—	2 5	—	1 25	—	—	2 40	—	3 11	—	—	5 13	5 30	6 36	7 7	7 9 17	—
11 4	12 6	—	—	1 30	—	—	—	—	4 18	—	—	—	—	—	—	—
11 6	12 19	—	1 27	—	—	2 42	—	3 14	4 21	—	5 15	5 32	6 38	7 9	9 19	—
11 10	12 23	—	1 31	1 35	—	2 46	—	3 16	4 31	—	5 19	5 35	6 40	7 11	9 21	—
—	—	1 15	1 35	—	1 53	2 50	—	3 20	4 35	5 18	5 23	5 40	6 45	7 15	9 25	9 20
—	—	—	—	1 39	1 55	—	2 53	—	—	5 30	—	—	—	—	—	9 40
—	—	—	—	—	2 3	—	2 39	—	—	5 39	—	—	—	—	—	—
—	—	—	—	2 3	2 4	—	3 46	—	—	5 47	—	—	—	—	—	—
—	—	—	—	2 10	2 22	—	3 3	—	—	6 4	—	—	—	—	—	—

LOCAL TABLE OF TRAINS BETWEEN

STATIONS	Light Engines	No 2 Coast Line	No 3 Coast Line	No 1 Down Rubble	No 1 Down Main Line	No 4 Coast Line	Light Engines	No 2 Down R R Main Line	No 4 Down Main Line.	No 5 Down Coast Line	Wharf Special R R	No 2 Down Rubble	No 6 Down Goods Main Line
DOWN.	A M	A M	A M	A M	A M.	A M	A M	A M	A M	A M	A M	A M	P M
Mahara Quarry	—	—	—	7 15	—	—	—	—	—	—	—	—	—
Mahara d	—	—	—	7 20	9 6	—	—	—	11 0	—	—	11 35	—
Kelaniya . a	—	—	—	7 35	9 23	—	—	—	11 19	—	—	11 40	12 50
" . d	—	—	—	8 5	9 25	—	—	—	11 20	—	—	—	—
Maradana J a	—	—	—	8 15	9 34	—	—	—	11 29	—	—	—	—
" d	6 0	6 20	7 35	8 16	9 37	9 37	9 59	—	11 34	11 38	11 50	12 6	1 15
Pettah ... a	6 4	6 25	7 39	8 20	—	9 41	9 54	—	—	11 42	—	12 10	1 18
" . d	6 10	6 27	7 42	8 25	—	9 44	10 5	—	—	11 46	—	12 15	—
RacquetCourtJ. d	6 13	—	—	8 28	—	—	10 8	—	—	—	—	12 18	—
Fort . a	—	6 30	7 44	—	—	9 46	—	—	—	11 48	—	—	—
" .. d	—	—	—	—	—	—	—	—	—	—	—	—	—
Wharf . a	—	—	—	—	—	—	—	—	—	—	12 5	—	—

MAHARA AND WHARF.—DOWN TRAINS.—WEEK DAYS.

Light Engines	Saturday Wharf Train	Return Cooly R R Special	No 6 Down Coast Line	No 7 Down Main Line	No 8 Coast Line, Saturday	No 8 Down Main Line	No 9 Coast Line	No 3 Down Rubble	No 10 Down Wharf.	No 11 Down Coas Line	No 12 Down Coast Line	N 10 Down Main Line.	No 13 Main Line.	No 14 Down Coast Line	No 15 Down Coast Line	No 12 R R Main Line
P M	P M	P.M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M.
—	—	—	—	—	—	—	—	3 30	—	—	—	5 30	6 12	—	—	—
—	—	—	—	2 30	—	3 13	—	3 35	—	—	—	—	6 31	—	—	—
—	—	—	—	—	—	3 33	—	—	—	—	—	5 48	6 33	—	—	—
—	—	1 48	—	—	—	3 34	—	—	—	—	—	—	—	—	—	—
—	—	—	—	2 45	—	3 43	—	4 0	—	—	—	5 50	6 42	—	—	—
1 20	1 45	1 56	2 15	2 52	3 20	3 47	4 0	4 6	4 15	4 30	5 12	—	—	6 15	7 0	—
1 24	—	—	2 19	2 56	3 24	—	4 4	4 10	—	4 34	5 16	—	—	6 19	7 4	—
1 35	—	—	2 22	—	3 27	—	4 7	4 21	—	4 37	5 23	—	—	6 23	7 10	—
1 38	—	—	—	—	—	—	—	4 24	—	—	—	—	—	—	—	—
—	—	—	2 24	—	3 29	—	4 9	—	—	4 39	5 25	—	—	6 25	7 12	—
—	2 0	—	—	—	—	—	—	—	4 30	—	—	—	—	—	—	—

STAFF WORKING FOR LOCAL TRAINS

STATIONS	Workmen's Train.	No 4 Main Line	No 1 Rubble	No 1 Coast Line	No 6 Up Main Line	No 8 Up Main Line.	No 2 Up Coast Line	Light Engines	No 4 Up Coast Line	No 9 R R Main Line	No 5 Up Coast Line.	No 2 Rubble
UP.												
Wharf to Fort	—	—	—	—	—	—	—	—	—	—	—	
Fort to Pettah	—	—	—	—	—	—	—	—	—	—	—	
Racquet Ct J to Pettah	S	—	—	S	—	—	S	—	S	—	—	
Pettah to Maradana J	—	—	†	—	—	—	—	†	—	—	—	
Maradana J to Kelaniya	S	—	S	S	—	—	S	T	S	—	—	
Kelaniya to Mahara	—	T	T	—	T	S	—	—	—	S	—	
Mahara J to Mahara Q	—	T	S	—	T	S	—	—	—	T	—	

* Staff to be returned to Pettah.
† Staff to be returned to Fort
‡ Staff when *R R* runs
‖ Ticket on Saturdays

STAFF WORKING FOR LOCAL TRAINS

STATIONS	Light Engines	No 2 Coast Line.	No. 3 Coast Line	No 1 Down Rubble	No 1 Down Main Line	No 4 Coast Line	Light Engines	No 2 Down R R Main Line	No 4 Down Main Line.	No 5 Down Coast Line	Wharf Special R R	
DOWN.												
Mahara Q to Mahara J	—	—	—	S	—	—	—	—	—	—	—	
Mahara to Kelaniya	—	—	—	S	S	—	—	T	S	—	—	
Kelaniya to Maradana J	—	—	—	T‡	S	—	—	S	T	—	—	
Maradana Jc to Pettah	S	S	S	S	—	T	S	—	—	—	—	
Pettah to Racquet Ct J *	*	—	—	†	—	—	†	—	—	—	—	
Pettah to Fort	—	S	S	—	—	S	—	—	—	—	—	
Fort to Wharf	—	—	—	—	—	—	—	—	—	—	S	

* Staff to be returned to Pettah.
† Staff to be returned to Fort.
‡ Staff when Up *R R* runs

BETWEEN WHARF AND MAHARA.—WEEK DAYS.

No. 10 Up Goods Main Line	No 6 Up Coast Line	Light Engines	Wharf & R Goods	No 7 Up Coast Line	No 3 Up Rubble	No 11 Main Line	Saturday Wharf Train	No 12 Up R R Main Line	No 9 Up Coast Line	Light Engines	No 13 Up Main Line	No. 10 Coast Line	Wharf Train	No 12 Saturday Train	No 13 Coast Line	No 14 Coast Line	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	S	—	S	—	—	—	S	—	S	—	—	S	S	T	S	S‖	
—	—	†	T	T	*	—	T	—	—	—	—	—	—	—	T	—	
S	—	S T	S	§	T‡	S T	T	S	S	*	S	T S	S	S	—	S‖	
S	—	—	—	T	T	T	—	S	S	—	S	—	—	—	—	—	
—	—	—	—	—	S	S	—	S	—	—	S	—	—	—	—	—	

§ Fort to send Staff to Racquet Court
S Staff on Saturdays
T Ticket when *R R* runs
All Trains to and from the Racquet Court to be worked by Staff and Pilotman

BETWEEN MAHARA AND WHARF.—WEEK DAYS.

No 6 Down Goods Main Line	Light Engines	Saturday Wharf Train	Return Coaly R R Special	No 6 Down Coast Line	No 7 Down Main Line	No 8 Coast Line, Saturday	No 8 Down Main Line	No 9 Coast Line	No 3 Down Rubble	No 10 Down Wharf	No 11 Down Coast Line	No 12 Down Coast Line	No 10 Down Main Line	No 13 Main Line	No 14 Down Coast Line	No 15 Down Coast Line	No 12 R.R Main Line
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
S	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
S	*	T	—	—	T‡	—	T	—	S T	—	—	—	S	S T	—	—	S
—	S	—	S	—	T	—	—	T	S	T	S	S	T	S	T S	—	S
—	—	T	—	S	—	T	—	T	—	T	—	—	—	—	S	S	—
—	—	S	—	—	—	—	—	—	—	S	S	S	—	—	—	—	—

S Staff on Saturdays
T Ticket when Down *R R* runs

COAST LINE.—MARADANA JUNCTION, WHARF, AND GALLE.—WEEK DAYS.

Distance M	Distance C	DOWN. STATIONS		1 Mixed	2 Mixed to M'tuwa, Goods only beyond	3 Mixed	4 Pass	5 Mixed	6 Mixed	7 Mixed	8 Mixed	9 Mixed	10 Mixed	11 Mixed	12 Mixed	13 Mixed	14 Ex Pass	15 Mixed
—		×Maradana Junct	d	—	6 20	7 35	937	1138	2 15	1 45	3 20	4 0	4 15	4 30	5 12	—	615	7 0
1	6	×Pettah	a	—	6 25	7 39	941	1142	S 2 19	•	3 24	4 4	•	4 34	5 16	—	S 619	13u 7 4
		,,	d	—	6 27	7 42	9 44	1146	2 22	•	3 27	4 7	•	4 37	10u 5 23	—	6 23	7 10
1	45	×Fort	a	—	6 30	2u 7 44	5u 9 46	•	2 24	•	3 29	•	•	4 39	—	—	6 25	—
		,,	d	—	6 32	7 46	9 50	11 50	2 26	—	3 31	4 10	—	4 41	527	—	6 27	7 14
2	47	Wharf	a	—	—	—	—	—	—	2 0	•	•	4 30	—	•	—	—	—
2	24	×Slave Island	d	—	6 37	7 50	9 55	11 54	2 31		3 35	4 14		4 46	532	—	12u 6 31	7 19
3	25	Kollupitiya	d	—	6 43	7 55	10 0	11 59	2 37		3 40	4 19		4 51	538	—	6 36	7 24
4	45	×Bambalapitiya	a	—	1u 6 48	—	—	—	—		•	•		10u 4 55	•	—	—	—
		,,	d	—	6 54	8 0	10 5	12 4	2 43		3 45	4 23		5 0	S 544	—	6 41	7 29
5	70	×Wellawatta	a	—	—	—	—	—	2 47		•	—		•	•	—	13u 6 45	—
		,,	d	—	7 0	8 5	1010	12 9	249		3 50	4 28		5 5	5 49	—	646	7 34
7	44	Dehiwala	d	—	7 7	8 11	1016	12 15	255		3 56	4 33		5 11	5 55	—	652	7 40
8	79	×Mount Lavinia	a	—	2u 7 13	4u 8 16	1021	—	•		4 1	10u 4 38		•	12u 6 0	—	657	7 45
		,,	d	—	7 14	8 18	—	12 21	T 3 1		4 3	4 40		S 518	6 2	—	658	7 46
11	22	Angulana	d	—	—	8 25	—	12 28	3 8		4 10	4 47		525	6 9	—	•	7 53
12	5	Lunawa	d	—	—	8 29	—	12 32	3 12		4 14	4 51		529	6 13	—	•	7 57
13	7	×Moratuwa	a	—	7 26	8 32	—	7u 12 35	3 15		10u 4 17	4 55		12u 532	13u 6 16	—	7 8	8 0
		,,	d	—	7 36	8 36	—	12 40	3 19		4 24	—		5 37	625	—	7 12	—
17	51	×Panadure	a	—	4u 7 46	8 46	—	12 50	3 29		4 34	—		5 47	635	—	7 22	—
		,,	d	—	8 10	5u 8 52	—	12 56	3 36			—		5 53	640	—	7 28	—
21	37	×Wadduwa	a	—	5u 8 20	9 1	—	9u 1 5	10u 3 45			—		6 2	649	—	7 37	—
		,,	d	—	828	9 2	—	1 6	349			—		6 3	650	—	7 38	—
26	6	×Kalutara North	a	—	•	—	—	—	•			—		•	•	—	14u 7 49	—
		,,	d	—	•	9 14	—	1 18	4 1			—		6 15	7 2	—		—
27	28	×Kalutara South	a	—	845	9 21	—	1 24	4 7			—		6 21	7 8	—	7 55	—
		,,	d	—	9 0	9 24	—	1 28	411			—		6 26	—	—	8 0	—
29	8	Katukurunda	d	—	•	9 29	—	1 34	416	—		—		S 6 32	—	—	—	—

Saturdays only — *Not on Saturdays* — *Saturdays only*

(50)

31	16	Paiyagala North	d	—	•	9 35	—	1 41	423	—	—	—	—	S 6 39	—	—	—	—
31	75	×Paiyagala South	a	—	914	—	—	—	•	—	—	—	—	6 43	—	—	—	—
		,,	d	—	920	9 39	—	1 45	427	—	—	—	—	6 48	—	—	—	—
33	10	Maggona	d	—	•	9 44	—	1 50	432	—	—	—	—	—	—	—	—	—
35	7	×Beruwala	a	—	930	—	—	—	•	—	—	—	—	6 55	—	—	8 26	—
		,,	d	—	935	9 51	—	1 57	439	—	—	—	—	10u 7 5	—	—	8 30	—
38	28	×Alutgama	a	—	945	10 0	—	2 6	448	—	—	—	—	—	—	—	—	—
		,,	d	—	—	10 4	—	2 13	4 52	—	—	—	—	—	—	—	—	—
		...	a	—	—	1020	—	10u 2 29	5 8	—	—	—	—	—	—	—	—	—
45	29	×Kosgoda	...	—	—	1021	—	234	5 9	—	—	—	—	—	—	—	—	—
		,,	d	—	—	1031	—	244	5 19	—	—	—	—	—	—	—	—	—
49	63	×Balapitiya	a	—	—	7u 1036	—	245	5 20	—	—	—	—	—	—	—	9 2	—
		,,	d	—	—	1044	—	253	5 28	—	—	—	—	—	—	—	9 5	—
52	62	×Ambalangoda	a	—	—	1052	—	257	5 33	—	—	—	—	—	—	—	—	—
		,,	d	6 0	—	11 8	—	313	5 49	—	—	—	—	—	—	—	—	—
60	14	×Hikkaduwa	a	6 16	—	11 9	—	314	5 50	—	—	—	—	—	—	—	—	—
		,,	d	6 17	—	1119	—	324	11u 6 0	—	—	—	—	—	—	—	—	—
64	13	×Dodanduwa	a	6 27	—	1120	—	3 25	6 5	—	—	—	—	—	—	—	—	—
		,,	d	6 28	—	1131	—	3 36	6 16	—	—	—	—	—	—	—	—	—
68	28	×Gintota	a	6 39	—	1135	—	3 37	6 17	—	—	—	—	—	—	—	9 50	—
		,,	d	6 40	—	1145	—	3 47	6 27	—	—	—	—	—	—	—	—	—
71	68	×Galle	a	6 50	—													

(51)

T Ticket on Saturdays S Staff on Saturdays.

× Station denotes that it is a Crossing Station

NOTE.—The times shown in the Public Time Table

No. 3 Down will take on at Alutgama the wagons for stations from Bilapitiya to Galle

No. 5 Down to take the goods for Kosgoda

are earlier than those given here, but if the work can be done to run to the Public Time Table, those times may be taken

COAST LINE.—GALLE, WHARF, AND MARADANA JUNCTION.—WEEK DAYS.

UP. STATIONS	Mondays only	1 Mixed	2 Mixed	3 Mixed	4 Mixed	5 Mixed	6 Pass	7 Mixed	8 Mixed	9 Goods only to M tuwa, Mixed to Colombo	10 Mixed	11 Mixed.	12 Mixed	13 Mixed	14 Mixed	15 Mixed.
	A M	A M	A M.	A M	A M	*A M	A M	A M	P M	P M	P M.	P M	P M	P M.	M	P M
Galle . d	—	—	—	—	5 0	—	—	9 5	—	—	1 15	—	—	—	5 35	6 45
× Gintota . a	—	—	—	—	5 9	—	—	9 15	—	—	1 25	—	—	—	5 45	—
,, . d	—	—	—	—	5 10	—	—	9 20	—	—	1 26	—	—	—	5 46	6 56
× Dodanduwa a	—	—	—	—	5 21	—	—	9 31	—	—	1 37	—	—	—	6d 5 57	—
,, .. d	—	—	—	—	5 22	—	—	9 36	—	—	1 38	—	—	—	**6 1**	7 8
× Hikkaduwa a	—	—	—	—	5 33	—	—	9 46	—	—	1 48	—	—	—	**6 11**	—
,, . d	—	—	—	—	5 35	—	—	9 51	—	—	1 49	—	—	—	**6 12**	7 19
× Amba'goda a	—	—	—	—	5 49	—	—	10 7	—	—	2 5	—	—	—	**6 28**	7 35
,, . d	—	—	—	—	**5 56**	—	—	10 17	—	—	2 9	—	—	—	6 31	—
× Balapitiya. . a	—	—	—	—	**6 4**	—	—	3d 10 25	—	—	2 17	—	—	—	6 39	—
,, d	—	—	—	—	6 5	—	—	**1031**	—	—	2 18	—	—	—	6 40	—
× Kosgoda .. a	—	—	—	—	6 15	—	—	**1041**	—	—	5d 2 28	—	—	—	6 50	—
,, . d	—	—	—	—	6 16	—	—	10 42	—	—	2 29	—	—	—	6 51	—
× Alutgama ... a	—	—	—	—	6 32	—	—	10 58	—	—	2 45	—	—	—	7 7	—
,, .. d	—	**4 45**	—	—	6 36	—	—	**11 3**	—	11 40	2 49	—	—	—	11d 7 10	—
× Beruwala . a	—	**4 53**	—	—	6 45	—	—	**1112**	—	11 50	2 58	—	—	—	7 19	—
,, .. d	—	**4 54**	—	—	6 46	—	—	**1113**	—	11 55	2 59	—	—	—	7 20	—
Maggona ... a	—	**5 0**	—	—	6 52	—	—	**1119**	—	—	3 5	—	—	—	—	—
,, d	—	**5 1**	—	—	6 53	—	—	**1120**	—	—	3 6	—	—	—	—	—
× Paiyagala S a	—	**5 5**	—	—	6 57	—	—	**1124**	—	12 5	3 10	—	—	—	7 27	—
,, . d	—	**5 6**	—	—	6 58	—	—	**1125**	—	12 10	3 11	—	—	—	7 28	—
Paiyagala N. a	—	**5 9**	—	—	7 1	—	—	**1128**	—	—	3 14	—	—	—	—	—
,, .. d	—	**5 10**	—	—	7 2	—	—	**1129**	—	—	3 15	—	—	—	—	—
Katukurunda a	—	**5 16**	—	—	7 8	—	—	**1135**	—	—	3 21	—	—	—	—	—
,, .. d	—	**5 17**	—	—	7 9	—	—	**1136**	—	—	3 22	—	—	—	—	—
× Kalutara S a	—	**5 22**	—	—	7 14	—	—	**1141**	—	12 25	3 26	—	—	—	7 39	—
,, .. d	—	**5 27**	—	—	**7*16**	8 10	—	**1145**	—	12 42	3 30	—	—	—	7 42	—
× Kalutara N a	—	**5 33**	—	—	**7 22**	—	—	•	—	—	—	—	—	—	7 48	—
,, ... d	—	**5 34**	—	—	**7 23**	8 17	—	**1152**	—	—	3 37	—	—	—	14d **7 52**	—

× Wadduwa ... a	—	**5 46**	—	—	**7 34**	2d 8 28	—	**12 2**	—	5d 1 0	6d 3 48	—	*Saturday only*	—	**8 3**	—
,, ... d	—	**5 47**	—	—	7 35	8 29	—	*12 3*	—	1 10	3 49	—		—	**8 4**	—
× Panadure . a	—	**5 56**	—	—	7 44	3d 8 38	—	*12 12*	—	1 20	3 58	—		—	**8 13**	—
,, .. d	—	6 2	—	—	2d 7 50	**8 47**	—	12 18	—	1 40	4 4	—	*5 20*	—	**8 19**	—
× Moratuwa . a	—	6 12	—	—	8 0	**8 57**	—	12 28	—	1 50	4 14	—	*5 30*	—	**8 29**	—
,, .. d	**5 0**	**6 16**	7 0	—	8 4	9 1	—	5d **1236**	—	2 10	8d 4 20	—	11d *5 45*	6 15	**8 33**	—
Lunawa d	**5 3**	**6 20**	7 4	—	8 8	9 5	—	**1240**	—	2 15	4 24	—	*5 40*	6 19	•	—
Angulana d	**5 7**	**6 24**	7 8	—	8 12	9 9	—	**1244**	—	2 20	4 28	—	*5 53*	6 23	•	—
× Mt Lavinia a	•	**6 30**	—	—	8 18	—	—	•	—	2 27	9d 4 34	—	*5 59*	6 29	**8 43**	—
,, . d	**5 13**	6 35	3d 7 15	—	3d **8 20**	9 17	10 30	**1252**	—	2 29	4 39	—	12d **6 1**	6 30	**8 45**	—
Dehiwala . d	**5 19**	6 41	7 21	—	**8 26**	9 23	10 36	**1258**	—	2 36	4 45	—	**6 7**	6 36	**8 51**	—
× Wellawatta a	•	—	—	—	•	—	—	•	—	2 42	—	—	•	6 41	•	—
,, d	**5 24**	6 47	7 27	—	**8 32**	9 29	10 42	1 4	—	6d 2 48	4 51	—	*6 13*	11d 6 46	**8 57**	—
× Bamba'pitiya a	•	—	—	—	•	—	—	—	—	—	—	—	—	—	•	—
,, d	*5 29*	2d **6 52**	7 32	—	**8 37**	9 34	10 47	1 9	—	2 54	11d 4 56	—	*6 18*	6 51	9 2	—
Kollupitiya d	*5 33*	**6 57**	7 37	—	**8 42**	9 39	10 52	1 14	—	3 0	5 2	—	*6 23*	6 56	9 7	—
× Slave Island a	—	•	—	—	•	—	—	—	—	—	—	—	*6 27*	7 0	—	—
,, .. d	*5 38*	**7 2**	7 42	—	**8 47**	9 44	10 57	1 19	—	3 6	5 8	—	14d **6 32**	7 1	9 12	—
,, Wharf ... d	—	•	—	—	•	—	—	—	*Saturdays only*	—	—	*Saturdays excepted*	•	—	T —	—
× Fort ... a	—	•	3d 7 45	—	•	9 47	—	—	*2 25*	—	5 11	*5 20*	•	7 4	9 15	—
,, d	*5 42*	7 6	7 49	—	8 52	4d **9 50**	11 2	1 25	*2 36*	—	5 13	*5 27*	**6 35**	7 7	9 17	—
× Pettah .. a	*5 44*	7 8	7 51	—	—	**9 52**	11 4	1 27	**2 40**	3 11	5 15	*5 30*	**6 38**	7 9	9 19	—
,, . d	*5 46*	7 10	7 54	—	8 56	**9 56**	11 6	**1 31**	**2 42**	3 14	1d **5 19**	*5 32*	*6 40*	15d **7 11**	9 21	—
× Maradana J a	*5 50*	7 14	7 58	—	9 0	**10 0**	11 10	**1 35**	**2 46**	3 16	8 **5 23**	*5 5*	*6 45*	**7 15**	9 25	—
,, ... d	—	7 16	—	—	—	—	—	1 37	**2 50**	3 20	—	*5 4*	—	—	—	—
Colombo a	—	7 19	—	—	—	—	—	1 40	—	—	—	—	—	—	—	—

The black figures and dots denote that the Train takes Ticket

T Ticket on Saturdays

8 Staff on Saturdays.

* No time allowed for water at Kalutara South

No. 7 Up will do the Goods work from Galle to Alutgama. See Note for No 3 Down, which also applies to this Train.

COAST LINE.—GALLE, WHARF, AND MARADANA JUNCTION.—SUNDAYS.

UP. STATIONS.		1 Pass	2 Pass	3 Pass	4 Pass.	5 Pass
		A M.	A M	A M	P M.	P M
Galle	d	—	**6 50**	10 35	—	3 40
Gintota	a	—	**6 59**	10 45	—	3 50
,,	d	—	**7 0**	10 46	—	3 51
Dodanduwa	a	—	**7 11**	10 57	—	4 2
,,	d	—	**7 12**	10 58	—	4 3
Hikkaduwa	a	—	**7 22**	11 8	—	su 4 13
,,	d	—	**7 23**	11 9	—	4 18
Ambalangoda	a	—	**7 39**	td 11 25	—	4 34
,,	d	—	7 43	11 29	—	4 40
Balapitiya	a	—	7 51	11 38	—	4 48
,,	d	—	7 52	11 39	—	4 49
Kosgoda	a	—	8 2	11 50	—	4 59
,,	d	—	8 3	11 51	—	5 0
Alutgama	a	—	8 19	12 7	—	5 16
,,	d	—	8 23	12 15	—	5 26
Beruwala	a	—	8 32	12 24	—	5 35
,,	d	—	8 33	12 25	—	5 36
Maggona	a	—	8 39	12 31	—	5 42
,,	d	—	8 40	12 32	—	5 43
Paiyagala South	a	—	8 44	12 36	—	5 47
,,	d	—	8 45	12 37	—	5 48
Paiyagala North	a	—	8 48	12 40	—	5 51
,,	d	—	8 49	12 41	—	5 52
Katukurunda	a	—	8 55	12 47	—	5 58
,,	d	—	8 56	12 48	—	5 59
Kalutara South	a	—	9 1	12 53	—	6 4

DOWN. STATIONS		1 Pass	2 Pass	3* Pass	4 Pass	5 Pass	Pass
		A M	P M.	P M	P M	P M	P M
Maradana Jun	d	**8 0**	10 30	**1245**	2 30	**5 50**	6 50
Pettah	a	**8 4**	10 34	**1249**	su 2 34	**5 54**	6 54
,,	d	**8 7**	10 37	12 51	2 36	**5 56**	6 56
Fort	a	•	—	—	—	**5 58**	—
,,	d	8 11	**10 44**	12 55	2 40	**6 0**	7 0
Wharf	d	—	•	—	—	•	—
Slave Island	d	8 16	**10 49**	1 0	2 45	**6 5**	7 5
Kollupitiya	d	8 21	**10 54**	1 5	2 50	**6 10**	7 10
Bambalapitiya	a	8 26	•	1 10	2 55	•	—
,,	d	8 27	**10 59**	1 11	2 56	**6 15**	7 15
Wellawatta	a	—	•	—	—	•	7 19
,,	d	8 32	**11 4**	1 16	3 1	6 20	su 7 23
Dehiwala	d	8 38	**11 11**	1 22	3 7	6 26	7 28
Mount Lavinia	a	8 43	•	1 27	3 12	6 31	7 33
,,	d	8 45	**11 17**	1 29	3 14	6 32	7 34
Angulana	d	8 52	**11 24**	1 36	3 20	6 39	7 40
Lunawa	d	8 56	**11 28**	1 40	3 25	6 43	7 45
Moratuwa	a	9 0	**11 32**	1 45	3 30	6 46	7 50
,,	d	9 5	11 36	su 1 49	—	6 50	—
Panadure	a	9 15	11 46	1 59	—	7 0	—
,,	d	9 18	11 52	2 3	—	7 6	—
Wadduwa	a	2u 9 27	12 1	2 12	—	7 15	—
,,	d	**9 29**	12 2	2 13	—	7 16	—
Kalutara North	d	**9 41**	12 14	2 25	—	7 28	—
Kalutara South	a	**9 48**	12 20	2 32	—	7 34	—
,,	d	9 53	—	2 37	—	7 38	—

Kalutara South	d	**5 0**	9 5	12 58	—	6 8	
Kalutara North	d	**5 6**	9 11	1 5	—	6 15	
Wadduwa	a	**5 17**	td 9 22	1 17	—	6 26	
,,	d	5 18	9 27	1 18	—	6 27	
Panadure	a	5 27	9 36	1 28	—	6 36	
,,	d	5 32	9 41	1 32	—	6 40	
Moratuwa	a	5 42	9 51	sd 1 42	—	sd 6 50	
,,	d	5 46	9 54	1 46	3 45	6 54	
Lunawa	d	5 50	9 59	1 50	3 49	6 58	
Angulana	d	5 54	10 3	1 54	3 52	7 2	
Mount Lavinia	a	6 0	10 9	2 0	3 58	7 8	
,,	d	6 2	10 10	2 2	4 0	7 9	
Dehiwala	d	6 8	10 16	2 8	4 5	7 15	
Wellawatta	d	6 14	10 22	2 14	4 11	sa 7 21	
Bambalapitiya	a	6 18	—	2 18	4 16	•	
,,	d	6 19	10 27	2 19	4 17	7 26	
Kollupitiya	d	6 24	10 32	2 24	4 22	7 31	
Slave Island	d	6 29	10 37	2 29	4 27	7 36	
Wharf	d	—	—	—	—	•	
Fort	a	—	2d 10 40	2 32	4 30	7 39	
,,	d	6 34	10 42	2 34	4 32	7 41	
Pettah	a	6 36	10 44	sd 2 36	4 34	7 43	
,,	d	6 39	10 46	**2 39**	4 36	7 46	
Maradana Jun	a	6 43	10 50	**2 43**	4 40	7 50	
,,	d	6 45	—	2 47	—	—	
Colombo	a	6 48	—	2 50	—	—	

Katukurunda	a	9 58	—	2 42	—	7 43	—
,,	d	9 59	—	2 44	—	7 44	—
Paiyagala North	a	10 5	—	2 49	—	7 50	—
,,	d	10 6	—	2 50	—	7 51	—
Paiyagala South	a	10 9	—	2 53	—	7 54	—
,,	d	10 10	—	2 54	—	7 55	—
Maggona	a	10 14	—	2 58	—	7 59	—
,,	d	10 15	—	2 59	—	8 0	—
Beruwala	a	10 21	—	3 5	—	8 6	—
,,	d	10 22	—	3 6	—	8 7	—
Alutgama	a	10 31	—	3 15	—	8 16	—
,,	d	10 39	—	3 20	—	8 20	—
Kosgoda	a	10 55	—	3 36	—	8 36	—
,,	d	10 56	—	3 37	—	8 37	—
Balapitiya	a	11 7	—	3 47	—	8 47	—
,,	d	11 8	—	3 48	—	8 48	—
Ambalangoda	a su	11 17	—	3 56	—	8 56	—
,,	d	**11 25**	—	4 1	—	9 0	—
Hikkaduwa	a	**11 41**	—	su 4 17	—	9 16	—
,,	d	11 42	—	**4 19**	—	9 17	—
Dodanduwa	a	11 52	—	**4 29**	—	9 27	—
,,	d	11 53	—	**4 30**	—	9 28	—
Gintota	a	12 4	—	**4 41**	—	9 39	—
,,	d	12 5	—	**4 42**	—	9 40	—
Galle	d	12 15	—	**4 52**	—	9 50	—

* No time allowed this train for water at Ambalangoda but time is allowed at Dodanduwa

TRAIN STAFF REGULATIONS

COAST LINE.—GALLE AND MARADANA JUNCTION.

WEEK DAYS.

UP. STATIONS		Mondays only	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
From	To		Mixd.	Mixd	Mixd	Mixd	Mixd	Pass	Mixd	Mixd	Mixd.	Mixd	Mixd	Mixd	Mixd	Mixd	Mixed
Galle	Gintota	—	—	—	—	Staff	—	—	Staff	—	—	Staff	—	—	—	Staff	Staff
Gintota	Dodanduwa	—	—	—	—	Staff	—	—	Staff	—	—	Staff	—	—	—	Staff	Staff
Dodanduwa	Hikkaduwa	—	—	—	—	Staff	—	—	Staff	—	—	Staff	—	—	—	Ticket	Staff
Hikkaduwa	Ambalangoda	—	—	—	—	Staff	—	—	Staff	—	—	Staff	—	—	—	Ticket	Staff
Ambalangoda	Balapitiya	—	—	—	—	Ticket	—	—	Staff	—	—	Staff	—	—	—	Staff	—
Balapitiya	Kosgoda	—	—	—	—	Staff	—	—	Ticket	—	—	Staff	—	—	—	Staff	—
Kosgoda	Alutgama	—	—	—	—	Staff	—	—	Staff	—	—	Staff	—	—	—	Staff	—
Alutgama	Beruwala	—	Ticket	—	—	Staff	—	—	Ticket	—	Staff	Staff	—	—	—	Staff	—
Beruwala	Paiyagala South	—	Ticket	—	—	Staff	—	—	Ticket	—	Staff	Staff	—	—	—	Staff	—
Paiyagala South	Kalutara South	—	Ticket	—	—	Staff	—	—	Ticket	—	Staff	Staff	—	—	—	Staff	—
Kalutara South	Kalutara North	—	Ticket	—	—	Ticket	Staff	—	Ticket	—	Staff	Staff	—	—	—	Staff	—
Kalutara North	Wadduwa	—	Ticket	—	—	Ticket	Staff	—	Ticket	—	Staff	Staff	—	—	—	Ticket	—
Wadduwa	Panadure	—	Ticket	—	—	Staff	Staff	—	Staff	—	Staff	Staff	—	—	—	Ticket	—
Panadure	Moratuwa	—	Staff	—	—	Staff	Ticket	—	Staff	—	Staff	Staff	—	Staff	—	Ticket	—
Moratuwa	Mount Lavinia	Ticket	Ticket	Staff	—	Staff	Staff	—	Ticket	—	Staff	Staff	—	Staff	Staff	Ticket	—
Mount Lavinia	Wellawatta	Ticket	Staff	Staff	—	Ticket	Staff	Staff	Ticket	—	Staff	Staff	—	Ticket	Staff	Ticket	—
Wellawatta	Bambalapitiya	Ticket	Staff	Staff	—	Ticket	Staff	Staff	Staff	—	Staff	Staff	—	Staff	Staff	Ticket	—
Bambalapitiya	Slave Island	Staff	Ticket	Staff	—	Ticket	Staff	Staff	Staff	—	Staff	Staff	—	Staff	Staff	Staff t	—
Slave Island	Fort	Staff	Ticket	Staff	—	Ticket	Staff	Staff	Staff	—	Staff	Staff	—	Ticket	Staff	Staff t	—
Wharf	Fort	—	—	—	—	—	—	—	—	Staff	Staff	—	Staff	Ticket	—	—	—
Fort	Pettah	Staff	Staff	Staff	—	Staff	Ticket	Staff	Staff	Ticket	Staff	Staff	Staff	Ticket	Staff	Staff t	—
Pettah	Maradana Junc.	Staff	Staff	Staff	—	Staff	Ticket	Staff	Ticket	Ticket	Staff	Tkt s	Staff	Staff	Ticket	Staff t	—

s Takes Staff on Saturdays

t Takes Ticket on Saturdays

TRAIN STAFF REGULATIONS.

COAST LINE.—MARADANA JUNCTION AND GALLE.

WEEK DAYS

110—95

DOWN. STATIONS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
From	To	Mixed	Mixed	Mixed	Pass	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Express Pass	Mixed
Maradana J	Pettah	—	Staff	Staff	Ticket	Ticket	Staff	Ticket	Ticket	Ticket	Ticket	Staff	Staff	—	Tkt s	Staff
Pettah	Fort	—	Staff	Staff	Staff	Ticket	Staff	Ticket	Ticket	Ticket	Ticket	Staff	Staff	—	Staff	Staff
Fort	Wharf	—	—	—	—	—	—	Staff	—	—	Staff	—	—	—	—	—
Fort	Slave Island	—	Staff	Staff	Staff	Staff	Staff	—	Ticket	Ticket	—	Staff	Ticket	—	Staff	Staff
Slave Island	Bambalapitiya	—	Staff	Staff	Staff	Staff	Staff	—	Ticket	Ticket	—	Staff	Tkt s	—	Staff	Staff
Bambalapitiya	Wellawatta	—	Staff	Staff	Staff	Staff	Staff	—	Ticket	Staff	—	Ticket	Tkt s	—	Staff	Staff
Wellawatta	Mt Lavinia	—	Staff	Staff	Staff	Staff	Ticket	—	Staff	Ticket	—	Tkt s	Staff	—	Ticket	Staff
Mount Lavinia	Moratuwa	—	Staff	Staff	—	Staff	Staff t	—	Staff	—	—	Ticket	Ticket	—	Ticket	—
Moratuwa	Panadure	—	Staff	Staff	—	Staff	Staff	—	—	—	—	Ticket	Ticket	—	Staff	—
Panadure	Wadduwa	—	Staff	Staff	—	Staff	Staff	—	—	—	—	Ticket	Ticket	—	Staff	—
Wadduwa	Kalutara N	—	Ticket	Staff	—	Staff	Ticket	—	—	—	—	Ticket	Staff	—	Staff	—
Kalutara N	Kalutara S	—	Ticket	Staff	—	Staff	Ticket	—	—	—	—	Staff	—	—	Staff	—
Kalutara S	Paiyagala S	—	Ticket	Staff	—	Staff	Ticket	—	—	—	—	Staff	—	—	Staff	—
Paiyagala S	Beruwala	—	Ticket	Staff	—	Staff	Ticket	—	—	—	—	Staff	—	—	Staff	—
Beruwala	Alutgama	—	Ticket	Staff	—	Staff	Ticket	—	—	—	—	—	—	—	Staff	—
Alutgama	Kosgoda	—	—	Staff	—	Staff	Staff	—	—	—	—	—	—	—	Staff	—
Kosgoda	Balapitiya	—	—	Staff	—	Ticket	Staff	—	—	—	—	—	—	—	Staff	—
Balapitiya	Ambalangoda	—	—	Staff	—	Ticket	Staff	—	—	—	—	—	—	—	Staff	—
Ambalangoda	Hikkaduwa	Staff	—	Staff	—	Ticket	Staff	—	—	—	—	—	—	—	Staff	—
Hikkaduwa	Dodanduwa	Staff	—	Staff	—	Ticket	Staff	—	—	—	—	—	—	—	Staff	—
Dodanduwa	Gintota	Staff	—	Staff	—	Staff	Staff	—	—	—	—	—	—	—	Staff	—
Gintota	Galle	Staff	—	Staff	—	Staff	Staff	—	—	—	—	—	—	—	—	—

s Takes Staff on Saturdays.

t Takes Ticket on Saturdays

TRAIN STAFF REGULATIONS.

COAST LINE.—GALLE, WHARF, AND MARADANA JUNCTION.

SUNDAYS.

UP. STATIONS		1	2	3	4	5	DOWN. STATIONS		1	2	3	4	5	6
From	To	A M 5 0	A M 6 50	A M 10 35	P M 3 45	P M 3 10	From	To	A M 8 0	A M 10 30	P M 12 45	P M 2 30	P M 5 35	P M 6 35
Galle	Gintota .	—	Ticket	Staff	—	Staff	Maradana J .	Pettah	Ticket	Staff	Ticket	Staff	Ticket	Staff
Gintota	Dodanduwa .	—	Ticket	Staff	—	Staff	Pettah . .	Fort	Ticket	Staff	Staff	Staff	Ticket	Staff
Dodanduwa ..	Hikkaduwa .	—	Ticket	Staff	—	Staff	Fort	Slave Island .	Staff	Ticket	Staff	Staff	Ticket	Staff
Hikkaduwa	Ambalangoda	—	Ticket	Staff	—	Staff	Slave Island .	Bambalapitiya	Staff	Ticket	Staff	Staff	Ticket	Staff
Ambalangoda .	Balapitiya .	—	Staff	Staff	—	Staff	Bambalapitiya	Wellawatta .	Staff	Ticket	Staff	Staff	Ticket	Staff
Balapitiya	Kosgoda	—	Staff	Staff	—	Staff	Wellawatta	Mt Lavinia . .	Staff	Ticket	Staff	Staff	Staff	Staff
Kosgoda .	Alutgama	—	Staff	Staff	—	Staff	Mt Lavinia	Moratuwa .	Staff	Ticket	Staff	Staff	Staff	Staff
Alutgama	Beruwala	—	Staff	Staff	—	Staff	Moratuwa	Panadure .	Staff	Staff	Staff	—	Staff	—
Beruwala	Paiyagala South	—	Staff	Staff	—	Staff	Panadure .	Wadduwa . .	Staff	Staff	Staff	—	Staff	—
Paiyagala South	Kalutara South .	—	Staff	Staff	—	Staff	Wadduwa .	Kalutara N	Ticket	Staff	Staff	—	Staff	—
Kalutara South .	Kalutara North .	Ticket	Staff	Staff	—	Staff	Kalutara N .	Kalutara S .	Ticket	Staff	Staff	—	Staff	—
Kalutara North	Wadduwa	Ticket	Staff	Staff	—	Staff	Kalutara S .	Paiyagala S	Staff	—	Staff	—	Staff	—
Walduwa	Panadure .	Staff	Staff	Staff	—	Staff	Paiyagala S .	Beruwala	Staff	—	Staff	—	Staff	—
Panadure	Moratuwa	Staff	Staff	Staff	—	Staff	Beruwala .	Alutgama .	Staff	—	Staff	—	Staff	—
Moratuwa .	Mount Lavinia	Staff	Staff	Staff	Staff	Staff	Alutgama	Kosgoda .	Staff	—	Staff	—	Staff	—
Mount Lavinia .	Wellawatta .	Staff	Staff	Staff	Staff	Staff	Kosgoda .	Balapitiya .	Staff	—	Staff	—	Staff	—
Wellawatta	Bambalapitiya ..	Staff	Staff	Staff	Staff	Ticket	Balapitiya	Ambalangoda .	Staff	—	Staff	—	Staff	—
Bambalapitiya	Slave Island	Staff	Staff	Staff	Staff	Ticket	Ambalangoda .	Hikkaduwa .	Ticket	—	Staff	—	Staff	—
Slave Island .	Fort	Staff	Staff	Staff	Staff	Ticket	Hikkaduwa	Dodanduwa .	Staff	—	Ticket	—	Staff	—
Fort	Pettah	Staff	Staff	Staff	Staff	Ticket	Dodanduwa	Gintota	Staff	—	Ticket	—	Staff	—
Pettah	Maradana Junct	Staff	Staff	Ticket	Staff	Ticket	Gintota	Galle . .	Staff	—	Ticket	—	Staff	—

BRANCH LINE—GALLE AND MATARA

Distance.	STATIONS		WEEK DAYS 1	WEEK DAYS 2	WEEK DAYS 3	SUNDAYS 1	SUNDAYS 2
M C	**DOWN.**		A M	A M	P M	A M	P M
—	× Galle	d	7 0	11 50	6 40	7 0	5 30
		a	7 18	P M 12 8	6 58	7 18	5 48
6 35	× Talpe	d	7 20	12 9	7 3	7 19	5 49
	,,	a	7 37	12 26	7 21	7 36	6 6
12 36	× Ahangama	d	7 38	12 27	**7 30**	7 37	6 7
	,,	a	7 53	12 42	**7 45**	7 52	6 22
17 70	× Weligama	d	7 59	12 46	*7 50	7 56	6 26
	,,	a	8 15	1 2	8 6	8 12	6 42
23 16	× Kamburugamuwa	d	8 16	1 3	*8 11	8 13	6 43
	,,	a	8 25	1 12	8 20	8 23	6 53
26 48	× Matara						
	UP.		A M	A M	P M	A M	P M
—	× Matara	d	7 25	11 35	6 35	9 0	**7 15**
3 32	× Kamburugamuwa	a	7 34	11 44	6 44	9 9	**7 24**
	,,	d	7 35	11 45	6 49	9 10	**7 25**
8 58	× Weligama	a	7 51	P M 12 1	7 5	9 26	**7 41**
	,,	d	**7 55**	12 5	7 10	9 30	7 45
14 12	× Ahangama	a	**8 10**	12 20	7 25	9 45	8 0
	,,	d	8 11	12 27	7 30	9 47	8 2
21 14	× Talpe	a	8 28	12 44	7 47	10 4	8 19
	,,	d	8 29	12 45	7 52	10 5	8 20
26 48	× Galle	a	8 47	1 3	8 10	10 23	8 38

* Ticket on Saturdays.

The passenger portion of the trains between Galle and Matara will consist of 8 thirds, 1 first, 1 second, and 2 passenger vans

Bold figures denote that the train takes Ticket.

A cross (×) before the name of a Station denotes it is a Crossing Station.

TRAIN STAFF REGULATIONS.
BRANCH LINE—GALLE AND MATARA

STATIONS		WEEK DAYS			SUNDAYS.	
From	To	1	2	3	1	2
DOWN.						
Galle	Talpe	Staff	Staff	Staff	Staff	Staff
Talpe	Ahangama	Staff	Staff	Staff	Staff	Staff
Ahangama	Weligama	Staff	Staff	Ticket	Staff	Staff
Weligama	Kamburugamuwa	Staff	Staff	Staff*	Staff	Staff
Kamburugamuwa	Matara	Staff	Staff	Staff*	Staff	Staff

STATIONS		WEEK DAYS			SUNDAYS	
From	To	1	2	3	1	2
UP.						
Matara	Kamburugamuwa	Staff	Staff	Staff	Staff	Ticket
Kamburugamuwa	Weligama	Staff	Staff	Staff	Staff	Ticket
Weligama	Ahangama	Ticket	Staff	Staff	Staff	Staff
Ahangama	Talpe	Staff	Staff	Staff	Staff	Staff
Talpe	Galle	Staff	Staff	Staff	Staff	Staff

* Ticket on Saturdays

STATIONS FROM COLOMBO TO BANDARAWELA WILL OPEN AND CLOSE AS UNDER

STATIONS	WEEK DAYS Open at	WEEK DAYS Close at	REMARKS	SUNDAYS Open at	SUNDAYS Close at	REMARKS
	A M	P M		A M	P M	
Colombo Telegraph Office	—	—	Always open	5 0	10 0	After "Stop Work" from Galle and Kandy
Kelaniya ..	5 55	6 40	After "Line Clear" of No 13 Down	7 0	5 30	After "Line Clear" of No 2 Down
Hunupitiya	6 0	6 20	After No 13 Down has left	7 10	5 20	After No 2 Down has left
Mahara ..	6 15	6 30	After "Line Clear" of No 13 Up and "Stop Work" from Colombo	7 15	5 20	After "Line Clear" of No 2 Down
			do	7 30	5 0	do
Heneratgoda	6 30	6 50		7 45	4 45	After "Line Clear" of No 3 Up and No 2 Down
Veyangoda	6 30	10 40	After No 14 Up has left			
Mirigama ..	6 30	7 30	After "Line Clear" of No 13 Up and "Stop Work" from Colombo	8 0	4 55	After "Line Clear" of No 3 Up
			do	8 0	5 15	do
Ambepussa	6 30	7 45	do	8 0	5 25	do
Alawwa ..	6 30	8 0				
	A M			7 0	5 45	do
Polgahawela	6 0	12 10	After "Line Clear" of No 14 Up	7 0	6 45	After "Stop Work" from Kadugannawa
Rambukkana	6 15	1 15	After "Stop Work" from Kadugannawa	7 45	6 45	do
Kadigamuwa	5 30	1 15	After "Line Clear" of No 14 Up	7 45	6 45	After "Stop Work" from Kadugannawa
Alagalla ..	5 30	1 15	After "Stop Work" from Kadugannawa	7 45	6 45	After "Line Clear" of No 3 Up
Ballany	5 30	1 15	After "Line Clear" of No 14 Up	7 0	7 15	do
Kadugannawa	5 0	1 30	do	7 0	9 50	After "Line Clear" of No 4 Down
Peradeniya Junction	4 50	2 5	do	10 30	9 40	do
Gampola	5 30	2 30	do			
	P M			10 30	9 10	do
Ulapane ..	6 0	9 35	After "Line Clear" of No 16 Down	5 0	9 50	After "Line Clear" of No 4 KandyD own
Nawalapitiya	—	—	Always open	5 30	8 0	After "Line Clear" of No 4 Down
Galboda ..	4 0	8 45	After "Line Clear" of No 16 Down	6 0	7 30	do
Watawala ..	4 30	8 0	do	5 30	6 55	do
Hatton ..	5 0	7 30	do	7 30	6 0	do
Kotagala	5 30	6 30	do	7 45	5 40	do
Talawakelle	5 30	6 30	After "Line Clear" of No 8 Up	8 0	5 10	do.
Waragoda ..	5 15	7 10	do	5 30	6 45	After "Stop Work" from Bandarawela
Nanu-oya	4 45	7 40	—	7 0	5 0	After "Line Clear" of No 2 Up
Ambawela ..	7 45	5 0	After "Line Clear" of No 6 Up	6 45	5 15	do
Pattipola ..	7 50	5 15	do	6 0	6 0	do
Ohiya	7 0	6 15	do	5 20	6 45	After "Stop Work" from Bandarawela
Haputale ..	6 30	6 45	After "Stop Work" from Bandarawela	5 15	6 45	After "Line Clear" of No 2 Up
Diyatalawa ..	6 30	6 45	After "Line Clear" of No 6 Up	4 45	7 0	
Bandarawela	5 45	7 0	—			

STATIONS FROM MATARA TO MARADANA JUNCTION WILL OPEN AND CLOSE AS UNDER.

STATIONS	Mondays Open at	WEEK DAYS Open at	WEEK DAYS Close at	REMARKS	SUNDAYS Open at	SUNDAYS Close at	REMARKS
	A M	A M	P M		A M	P M	
Matara ..	—	6 30	8 30	—	6 45	8 0	—
Kamburugamuwa	—	7 20	8 0	After "Stop Work" from Galle	7 45	8 0	After "Stop Work" from Matara
Weligama	—	7 40	8 0	do	7 30	8 0	do
Ahangama	—	7 50	8 0	do	7 15	8 0	do
Talpe	—	8 0	8 0	do	7 0	8 0	do
Galle	—	4 30	10 20	—	6 30	10 20	—
Gintota	—	4 50	9 50	After "Line Clear" of No. 14 Down	6 45	10 0	After "Line Clear" of No 4 Down
Dodanduwa	—	5 5	9 40	do	7 0	9 50	do
Hikkaduwa	—	5 15	9 30	do	7 0	9 40	do
Ambalangoda	—	5 0	9 50	After Line Clear" of No 14 Down from Galle	6 30	10 0	After "Line Clear" of No 4 Down from Galle
Balapitiya	—	5 45	9 5	After "Line Clear" of No 14 Down	7 30	9 5	After "Line Clear" of No 4 Down
Kosgoda	—	6 0	9 0	do	7 45	9 0	do
Alutgama	—	4 15	9 50	After "Line Clear" of No 14 Down from Galle	6 30	10 0	After "Line Clear" of No 4 Down from Galle
Beruwala	—	4 35	8 30	After "Line Clear" of No 14 Down	8 15	8 20	After "Line Clear" of No 4 Down
Maggona	—	4 45	8 15	After No 14 Down has passed	8 20	8 10	After No 4 Down has left
Paiyagala South	—	4 50	8 15	After "Line Clear" of No 14 Down	8 25	8 15	After "Line Clear" of No 4 Down
Paiyagala North	—	4 55	8 10	After No 14 Down has passed	8 30	8 0	After No 4 Down has left
Katukurunda	—	5 0	8 5	do	8 40	7 55	do
Kalutara South	—	4 30	9 50	After "Line Clear" of No 14 Down from Galle	4 30	10 0	After "Line Clear" of No 4 Down from Galle
Kalutara North	—	5 15	8 5	After "Line Clear" of No 14 Up	4 50	7 40	After "Line Clear" of No 4 Down
Waddduwa	—	5 30	8 15	do	5 0	7 35	do
Panadure	—	5 45	8 30	do	5 15	7 30	do
Moratuwa	4 30	5 50	8 45	do	5 30	8 0	—
Lunawa	4 50	6 0	8 35	After No 14 Up has passed	5 40	8 0	After No. 6 Down has left
Angulana	4 50	6 0	8 35	do	5 40	7 55	do
Mount Lavinia	—	4 30	9 50	After "Line Clear" of No 14 Down from Galle	4 30	10 0	After "Line Clear" of No 4 Down from Galle
Dehiwala	5 5	6 20	8 50	After No 14 Up has left	5 55	7 30	After No 6 Down has left
Wellawatta ..	5 10	6 15	9 5	After "Line Clear" of No 14 Up	6 0	7 35	After "Line Clear" of No 6 Down and No 5 Up
Bambalapitiya ..	5 15	6 0	9 15	do	6 5	7 40	After "Line Clear" of No 5 Up
Kollupitiya	5 20	6 15	9 15	After No 14 Up has left	6 10	7 35	After No 5 Up has left
Slave Island ..	5 25	6 0	9 20	After "Line Clear" of No 14 Up	6 15	7 40	After "Line Clear" of No 5 Up
Fort ..	5 30	6 0	9 25	do	6 20	7 45	do
Pettah ..	5 30	6 0	9 25	do	6 20	7 50	do
Maradana Junction	5 30	5 30	9 50	—	6 20	8 0	—

STATIONS ON THE MATALE AND KURUNEGALA LINES WILL OPEN AND CLOSE AS UNDER.

STATIONS	WEEK DAYS Open at	WEEK DAYS Close at	REMARKS	SUNDAYS Open at	SUNDAYS Close at	REMARKS
	A M	P M		A M	P M	
Peradeniya New	5 0	7 30	—	7 0	10 0	—
Kandy	—	—	Always open	6 0	10 10	—
Mahaiyawa	6 15	8 55	After "Stop Work" from Kandy	6 30	7 45	After 7 35 P M has left
		A M				
Katugastota	6 15	3 0	After "Line Clear" of Mail from Matale	6 15	8 45	After "Line Clear" of 7 35 P M Up from Matale
Wattegama	6 0	3 0	do	6 0	8 45	do
		P M				
Ukuwela	5 45	8 20	After "Stop Work" from Kandy	5 45	8 45	do
		A M				
Matale	5 25	3 30	do	5 25	9 0	—
		P M				
Potuhera	8 15	5 15	After "Line Clear" of 4 25 P M Up	8 25	6 15	After "Line Clear" of 5 25 P M Up
Kurunegala	7 45	5 45	—	7 50	6 45	—

FORMATION OF TRAINS

DOWN.

No of Train	Station for	Passenger Coaches: First	Second	Third	Vans	Fish Trucks	Corresponding No of Up Train	Goods Wagons for‖
1	Galle from Ambalangoda	1	1	3	1	—	15	As required
2	Moratuwa	§1		3	1	—	9	All stations
	Alutgama	—	—	—	†1	—		
*3	Galle	1	1	5	1	—	10	All stations south of Kosgoda
	Panadure	—	1	4	1	—		
*4	Mount Lavinia	2	1	6	2	—	6	Nil
*5	Galle	1	1	5	1	—	14	Kosgoda, Ambalangoda and Galle
	Panadure	—	1	3	1	—		
*6	Galle	2	2	7	1	—	4	Gintota and Galle
	Panadure	—	—	2	1	—		
7 & 10	Wharf		§1	2	1	—	8 & 11	Wharf
8	Panadure (Sat only)	1	2	6	2	—	12	Panadure and Moratuwa
*9	Moratuwa	2	2	7	1	—	13	Moratuwa
11	Alutgama	1	1	5	1	—	1	Alutgama
	Panadure	—	1	5	1	—		
*12	Kalutara South	1	1	5	1	—	5	Nil
	Panadure	1	2	4	1	—		
*14	Galle	2	2	7	1	—	7	Galle only
	Panadure	—	—	3	1	—		
*15	Moratuwa	1	1	8	2	—	2	Moratuwa
	Extra Coaches.							
	Saturdays.							
*5	Panadure	—	—	2	—	—	5	On Sunday
	Do	—	—	2	—	—	4	On Monday
*6	Galle	—	—	2	—	—	2	On Sunday
	Sundays.							
*1	Galle	1	1	5	1	1	5	
	Alutgama	1	2	5	1	—		
*2	Kalutara South	1	1	5	1	—	1	
	Panadure	1	2	4	1	—		
*3	Galle	2	2	5	1	—	7	do
	Ambalangoda	—	—	5	1	—		
*4	Moratuwa	2	1	8	1	—	4	
*5	Galle	2	2	7	1	—	4	do
	Panadure	—	—	2	1	—		
6	Moratuwa		§1	4	1	—	—	Monday morning, workmen's train

* Formed of coaches fitted with the automatic vacuum brake
† Goods brake van
‡ To take these on at Ambalangoda on Monday mornings
§ Composite
‖ The present daily goods trains will run only as between Colombo and Alutgama (No 2 Down and No 9 Up, which see) Nos 3 and 5 Down Mixed will take the wagons forward from that station, No 7 Up will bring them to that station
The engine of No 2 Down will take forward No 3 Down from Alutgama, and must stand ready with its wagons to back on to that train as soon as No 3 engine is detached Engine of No 3 Down will return working No 7 Up from Alutgama to Colombo The Galle engine working No 7 Up will, with all the goods wagons, detach immediately on arrival at Alutgama and will work forward No 9 Up Galle Guards will work through

ON THE COAST LINE

UP.

No of Train	Station from	Passenger Coaches: First	Second	Third	Vans	Fish Trucks	Corresponding No of Down Train	Goods Wagons from
	Workmen's train	§1	4	1	—		6	On Sunday
1	Alutgama	1	1	5	1	—	11	
	Panadure	—	1	5	1	—		
*2	Moratuwa	1	1	8	2	—	15	Moratuwa
*4	Galle	2	2	7	1	—	6	
	Panadure	—	—	2	1	—		
*5	Kalutara South	1	1	5	1	—	12	Nil
	Panadure	1	2	4	1	—		
*6	Mount Lavinia	2	1	6	2	—	4	Nil
*7	Galle	2	2	7	1	—	14	All Up wagons to be worked by this train to Alutgama, where they must be detached to be taken forward by No 9 Up
	Panadure‡	—	—	3	1	—		
8 & 11	Wharf		§1	2	1	—	7 & 10	Wharf
*10	Galle	1	1	5	1	—	3	
	Panadure	—	1	4	1	1		
9	Alutgama	—	—	†1	—	—	2	All stations
	Moratuwa	§1		3	1	—		
12	Panadure (Sat only)	1	2	6	2	—	8	Panadure
*13	Moratuwa	2	2	7	1	—	9	Moratuwa
*14	Galle	1	1	5	1	—	5	Galle only
	Panadure	—	1	3	1	—		
15	Ambalangoda from Galle	1	1	3	1	—	1	As required
	Extra Coaches. Mondays.							
1	Panadure	—	—	2	—	—	6	On Saturday
	Sundays.							
*1	Kalutara South	1	1	5	1	—	2	To be formed of coaches of 12 Down of Saturday
	Panadure	1	2	4	1	—		
*2	Galle	2	2	7	1	—	3	To be formed of coaches of 14 Down of Saturday
	Panadure	—	—	3	1	—		
*3	Galle	2	2	7	1	—	5	To be formed of coaches of 6 Down of Saturday
	Panadure	—	—	2	1	—		
*4	Moratuwa	1	1	8	1	—	3	
*5	Galle	1	1	5	1	1	1	
	Alutgama	1	2	5	1	—		
	Panadure	—	—	2	—	—	5	On Saturday

☞ No 6 Down will take forward the van goods wagon arriving by No 6 Down Main line train

NOTE.—When mail steamers arrive the Station Master must be prepared to strengthen the trains with 1st and 2nd class to Mount Lavinia or Moratuwa, as may be required.

Horse-boxes and carriage trucks not fitted with the vacuum brake, to the number of three, may be run in the rear of the vacuum trains when it is impracticable to send them by other trains

Sunday trains to take goods wagons if required If the traffic is so heavy as to require extra accommodation on No 3 Down Sunday the Pettah and Port Station Masters must arrange with Station Master, Colombo, as early as possible

A spare fish truck to be kept in hand at Moratuwa, Alutgama, Ambalangoda and Galle During the fish season fish trucks must be run as required

SERIAL
No. 30

1896.

NEW CENTRAL PASSENGER RAILWAY STATION FOR COLOMBO.

REPORT of the COMMISSIONERS appointed to inquire into and report upon the question of a Site for a new Central Passenger Railway Station for Colombo.

Ordered by His Excellency the Governor to be Printed.

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1896.

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COMMISSION.

IN the Name of Her Majesty VICTORIA, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith

By His Excellency the Right Honourable SIR JOSEPH WEST RIDGEWAY, Knight Commander of the Most Honourable Order of the Bath, Knight Commander of the Most Exalted Order of the Star of India, Governor and Commander-in-Chief in and over the Island of Ceylon, with the Dependencies thereof

WEST RIDGEWAY.

To the Hon. F. R. SAUNDERS, C.M.G.; the Hon R. K. MACBRIDE, C.M.G., the Hon. W. W. MITCHELL, C.M.G., and C. W. HODSON, Esq, Superintending Engineer, State Railways, India.

GREETING

WHEREAS We deem it expedient that a Commission should issue for the purpose of inquiring into and reporting upon the question of a site for the new central passenger railway station, and in connection therewith, and more especially on (1) the comparative merits of the schemes proposed by Major G F WILSON, R E., in his report on the Ceylon Railway System, and the General Manager of the Railway, and that proposed by Mr. F J WARING, C M G, judged from the point of view of convenience and expense, and on (2) the question whether the requirements and estimates of the General Manager of the Railway, as submitted in his letter No 298, dated 17th March, 1896, are reasonable

Now know Ye that We, the said Governor, reposing great trust and confidence in your prudence, ability, and fidelity, have, with the advice of Our Executive Council, in pursuance of the powers in Us vested by the Ordinance No 9 of 1872, nominated, constituted, and appointed, and by these presents do nominate, constitute, and appoint you, F R. SAUNDERS, R K MACBRIDE, W. W MITCHELL, and C W HODSON, to be Our Commissioners for the purpose aforesaid, with authority to exercise all the powers which Commissioners appointed under the said Ordinance may lawfully use and exercise.

And We do hereby authorize and empower you, Our said Commissioners, to make all necessary inquiries into the said matter, and to report to Us under your hands within three months from this date, or so much earlier as may be possible, upon the matter referred to you as aforesaid

Given at Kandy, under the Seal of this Island, this Twentieth day of May, in the year of our Lord One thousand Eight hundred and Ninety-six

By His Excellency's command,

W T. TAYLOR,
Acting Colonial Secretary.

Confidential.

NEW CENTRAL PASSENGER RAILWAY STATION FOR COLOMBO.

REPORT OF THE COMMISSIONERS.

THE Commission appointed to inquire into and report upon the question of a site for a new central passenger station for Colombo, having taken evidence, report as follows.

They consider that—

1. The goods station as at present arranged at the terminus is too cramped for economical and efficient working, and that more shed and shunting accommodation and improved access for cart traffic are necessary, and should be provided without delay.

2. Relief can best be given by removing the coaching arrangements from the present terminus to another site, by extending the present goods sheds, and laying marshalling sidings, improving the road approaches, and enlarging the space allotted to cart traffic.

3. The difficulty of bringing the Galle traffic into the present Main Line station also points to the desirability of removing the present passenger station to another site.

4 Partial relief can be given by extending the goods sheds, and removing the present engine shed, &c., and laying marshalling sidings, so far as practicable, without immediately removing the coaching arrangements, and by improving the road approaches. This measure will, however, not materially relieve the congestion of cart traffic near the sheds, nor will the full benefit of the improved shunting arrangements be felt so long as the coaching business has to be done in the same yard.

5. If the goods traffic continues to increase at the same rate at which it has been increasing of late years (say 10 per cent per annum), this partial measure of relief will only suffice for three or four years. It may also prove insufficient earlier if the traffic anticipated from the further railway extensions now under consideration (*e.g.*, the Jaffna and Kelani Valley projects), has to be dealt with in the same yard.

6. It is therefore important that the coaching arrangements should be removed from their present position to another site within three or four years at most. The execution of this work will probably take at least two years, so the scheme should be worked out in full detail, and the work sanctioned and commenced within one year from the present date, or as much earlier as possible.

7. Two principal sites were recommended for a new central passenger station, and preliminary plans for the same were laid before the Commission, viz :—

(*a*) By Mr. Waring at the site of the present Fort station.

(*b*) By Mr Pearce at Beira, as suggested in Major Wilson's report.

The Commission consider the former site, on account of the curvature of the line, is not suitable for such a station ; but that the latter is the most suitable of any of the sites which have been suggested for making a new central passenger station at a moderate cost

8. It has been suggested that a site might be obtained by filling up the Lotus Pond, and diverting the present lake-side line through the native town Such a site might offer certain advantages for laying out convenient sidings, and arranging for easy access to the harbour face; but these advantages would be largely counterbalanced by the inconvenience inseparable from the taking of the Main Line traffic through a number of crowded thoroughfares crossed on the level. The cost also would probably exceed that of the Beira project by about Rs. 800,000. The Commission, therefore, do not recommend this scheme.

9. Another scheme has been suggested, viz, to locate the proposed central station in the open space west of the Lotus Pond, and to design it as a terminus. This station would however be very cramped, unless not only the Lotus Pond, but also a large area of the lake, be filled up. If this were done, the scheme would probably not cost less than that referred to in paragraph 8 ; and there are other obvious disadvantages. The Commission, therefore, do not recommend its further consideration.

10. The Commission consider that whatever scheme be adopted, the following conditions should be kept in view :—

(*a*) The new station should provide for all coaching arrangements now carried on at the present terminus, with the exception of the sheltering of valuable or surplus stock.

(*b*) It should provide for the whole passenger traffic of the present Fort and Terminus stations, and for that of the Pettah also if it is to be closed, as well as for all probable increases for the next ten years or so

(*c*) It should be *capable* of still further extension should traffic increase beyond the above expectation, and for the accommodation of the traffic of any new railways likely to be brought into Colombo (*e.g.*, the Jaffna and Kelani Valley projects), whether broad or narrow gauge.

(*d*) It should provide for a good and convenient suburban service, and also for the running of through trains between Galle and Kandy should this eventually prove desirable.

(*e*) It should provide convenient access to the present Custom House and Harbour Works lines, and be suitable also for the goods traffic which would arise if extensive warehouses and wharves be established along the harbour face, as is probable at some future date.

(*f*) The arrangements referred to in (*e*) should, if possible, be capable of adaptation for the accommodation of a suburban passenger service along the harbour face, should necessity for this eventually arise.

(*g*) All arrangements that may be considered necessary in order to comply with conditions (*e*) and (*f*) should be discussed with the Harbour authorities and laid down on the Municipal and Harbour Works plans; and no new vested interests should be allowed to arise which might interfere with the eventual execution of such arrangements.

(*h*) The station building at the central station should provide for the accommodation of the offices of the General Manager and of the Traffic Superintendent; and also for that of the Accountant, if funds permit.

(*i*) The connection between the new station and the present Maradána Junction should be a double line free from all points or crossings whatsoever, except such as are within the limits of stations, and under the direct control of the station masters concerned.

(*j*) The possibility of a third line being eventually required for locomotive purposes, and even of a fourth for Harbour traffic, should be provided for

(*k*) Between Parson's road and Maradana Junction inclusive, all points over which passenger traffic may pass, and the entrances to the goods and locomotive yards and to the Wharf lines should be interlocked with the signals on an approved modern system; and traps should be provided to prevent the possibility of engines or vehicles coming out of the side yards on to the main lines against signals.

(*l*) The question of road approaches to the station should be carefully considered and the number of level crossings kept down as much as possible When these are unavoidable they should be capable of being interlocked with the signals; and the expediency of providing overbridges for foot passengers at any rate should be considered.

11. The General Manager produced preliminary plans and approximate estimates for the works recommended in his scheme, the cost of which is as follows:—

New Central Station at Beira

			Rs	Rs
Passenger station building, 292 ft. by 53 ft., including upper story for offices				
Platforms	1 of 550 ft by 20 ft. } 2 of 550 ft by 15 ft }	27,500 square feet	208,742	
Roofing	550 ft by 120 ft,	66,000 do.	45,010	
Furnishing and lighting			158 400	
Two overbridges for platforms			30 000	
			30,000	
			472,152	
Road deviation, 13,200 square yards at Re. 1			13 200	
Filling in Lotus Pond, 54,234 cubic yards, at Re 1			54 234	
Permanent way complete, 5,936 lineal yards, at Rs 15			89,040	
Points and crossings, 29 sets			11,160	
Native latrine,			3 000	
Signals and interlocking			30,000	
Land and compensation			120,000	
				792,786
Double line from Maradána to Beira :—				
Filling in lake, 17,050 cubic yards, at Re 1			17 050	
Permanent way, 796 lineal yards, at Rs 15			11,940	
				28,990
Total			—	821,776
Add contingencies, at 5 per cent			—	41,089
Total for the Beira Scheme			—	862,865
Add, if a third line be provided —				
Filling 34,100 cubic yards, at Re 1			34,100	
Permanent way 800 lineal yards, at Rs 15			12,000	
			46,100	
Contingencies, at 5 per cent.			2,305	
				48,405
Grand Total			—	911,270

12. Besides the above, the General Manager produced estimates for the following works, urgently required at the present Maradána terminus, to give the partial relief referred to in paragraph 4, and he stated that these requirements are altogether independent of the proposed removal of the coaching arrangements, and that if they be sanctioned, he will be able to get along for about four years, unless the traffic continues to increase at the rate at which it has been increasing recently.

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The cost is as follows:—

		Rs	Rs
Removal of old engine and turn-table and relaying of marshalling sidings in the space so obtained		117 653	
Enlargement of certain workshops		36 600	
Extra staff for supervision		5,000	
		159 253	
Add contingencies, at 5 per cent.		7,963	
			167,216
Providing present open passenger platform with temporary covering (say)		25,000	
Extending goods sheds and altering boundary		35 371	
Widening canal bridge and improving approach road		28,659	
Interlocking (say)		20 000	
Lighting goods yard with electricity (say)		20,000	
		129 030	
Add contingencies, at 5 per cent		6 452	
			135,482
Total	—		302,698

13. The Commission consider the above estimates adequate and reasonable for the works specified; but they would remark that the cost of the filling in connection with the passenger station will depend largely upon the nature of the material, and the place from which it is obtained; and they are of opinion that a notable economy is possible if the railway be allowed to obtain the material by removing sand at the Galle Buck. It is desirable that this should be carefully considered, as upon it depends the relative cost of land compensation and lake filling, and consequently the exact alignment to be selected.

14. They also consider that if the Beira scheme be adopted, the present Fort and Pettah stations should be closed; but there would be no objection to a separate station for the Pettah being hereafter re-established, either at the same or a neighbouring site, if it be found desirable so to do; meanwhile the present station should not be taken down.

15. They also consider that the plans produced fulfil fairly conditions (*a*), (*b*), (*d*), (*h*), (*i*), (*j*), and (*l*) of paragraph 10, and that they are susceptible of being made to comply with conditions (*c*), (*e*), (*f*), (*g*), and (*k*). The plans and estimates have, however, been prepared very hurriedly, and should now be carefully revised; and the Commissioners are of opinion that when so revised the complete working estimate of the Beira project should not exceed Rs. 900,000 to Rs. 950,000.

16. The Commission therefore recommend that—

(I.) The works referred to in paragraphs 4 and 12 should be sanctioned forthwith.

(II.) The Government should face the necessity for spending at least Rs. 900,000 or Rs 1,000,000 on a new central station within the next three years.

(III.) The General Manager should be directed to carefully revise the Beira scheme so as to fulfil the conditions laid down in paragraph 10, and to submit complete working plans and estimates for the same within three months.

(IV.) The Beira scheme so revised should be sanctioned and commenced within twelve months of this date, unless in the meantime a complete project for a better scheme has been approved in its stead.

F. R. SAUNDERS.
R. K. MACBRIDE.
W. W. MITCHELL.
C W. HODSON.

Colombo, June 18, 1896

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APPENDIX A.

MINUTES OF PROCEEDINGS.

Preliminary Meeting, held in Council Chamber at noon on Wednesday, June 3, 1896.

Present.—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. R. K. MacBride, C.M.G.; the Hon. W. W. Mitchell, C.M G.

1. *Resolved* that Mr. F. J. Waring, the Chief Resident Engineer, and Mr. W. T. Pearce, the General Manager of the Railway, be called upon to attend a Meeting of the Commission, the latter on Monday, the 8th June, and the former on Wednesday, the 10th June, and give evidence regarding their respective schemes for a new central passenger station for Colombo.

2. *Resolved* that the Government be asked to allow the Commission to employ one of the railway officers to act as Secretary.

Second Meeting, held in Council Chamber at 12 noon on Monday, June 8, 1896.

Present:—Hon. F. R. Saunders, C.M G., Chairman; Hon. R. K. MacBride, C.M.G.; Hon. W. W. Mitchell, C.M G; and C. W. Hodson, Esq., M.I.C.E.—*Secretary*, T. A. Wylie.

1. Commission read.

2. *Mr. W T Pearce* examined states:—

I am General Manager of the Ceylon Government Railways, and have held this position for about eleven years. My recommendation that a new central passenger station should be built in Colombo is necessitated by increased traffic both in passengers and goods, which cannot be dealt with properly in the present yard at Maradána.

My proposal is to build a new passenger station at Beira, and thereby give room for extending the goods warehouses and goods yard at Maradána. Either the passenger station or the goods sheds must be moved, otherwise there is no way of relieving the present compressed state of the yard. Before Major Wilson suggested the removal of the passenger station to Beira, I had proposed the placing of the goods warehouses there. A large passenger station in the position suggested will meet all native as well as European passenger requirements It is true I propose to abolish three passenger stations · the present terminus at Maradana, Fort, and Pettah.

3. *Mr. Hodson.*—Will another station near the Royal College be necessary?

4. *Mr Pearce.*—I do not think so. If built at Beira the new station will meet the requirements of the Law Courts.

5. *Mr. Hodson.*—Has the idea of continuing the present lines through the Ceylon Company's store ever been considered?

6. *Mr. Pearce.*—Yes, and plans were prepared, but not found suitable, as it does not relieve the Maradána yard.

7. *Mr. MacBride*—Is a run-through station such as you have proposed the most suitable?

8 *Mr. Pearce.*—Yes

9. *Mr. Mitchell.*—Would you propose to work upon the same system as at present?

10. *Mr. Pearce*—Yes, but if necessary we might arrange to run certain coaches on the Galle trains through to the Main line—say to Kandy and Bandarawela.

11. *Mr. MacBride.*—If you do not run trains through, what is the use of a run-through station?

12. *Mr. Pearce.*—The terminal of the Sea Coast line will still be Maradána Junction, and consequently trains will run through as at present.

13. In reply to the Chairman's request that he would explain his proposals *Mr. Pearce* stated:—

The present passenger station is too close to the goods shed, and, as I have before mentioned, there is no room for extension. Both passenger station and goods sheds are too small to meet the present requirements of the traffic. The approach road to the warehouses is so narrow that bullock carts are often blocked for a considerable time before they can get out of the yard after discharging their loads The sidings are insufficient, and the accommodation altogether inadequate.

One scheme for affording the necessary relief was to put the goods sheds on Captain's Garden. This proposal required a level crossing over the Coast line, and therefore meant great difficulty in working the traffic.

Another scheme was to remove the goods sheds to Beira, but when Major Wilson suggested the erection of a passenger station at Beira, I went into the matter with my officers, and afterwards decided to adopt it as the most suitable arrangement

[ ]

In proposing to do away with the present passenger terminus at Maradána, I do not intend that the present buildings should be pulled down. I should use half the station for providing additional accommodation for goods traffic, and the remaining portion to house valuable passenger stock, such as the Governor's saloon and other spare carriages.

I propose to lengthen the existing goods sheds 150 or 200 ft. This means encroachment upon the public road, a portion of which we require to take into the railway yard. To admit of this the road over the canal bridge must be widened and the road deviated as shown on plan H 84 M. This latter I consider a municipal work, and I have not submitted an estimate for it.

14. An inspection of the plan referred to led to a suggestion on the part of the Committee that the deviation of the road should be made between the Royal College grounds and the Ceylon Company's store, and thereby afford still greater relief to the railway by giving it the whole of the land inside the lock-gate.

15. *Mr. Pearce* agreed that this would be most desirable, and stated that he had already proposed something similar to this a long time ago.

16. *Mr. Pearce requested to submit a plan showing the proposed deviation.*

17. *Mr. Pearce* then proceeded with his explanation, and stated:—

The proposal I have made will give quite sufficient accommodation for any goods traffic which is likely to be brought to the terminus in future, although I think consideration might be given to a suggestion I made some years ago for a line to admit of railway warehouses being erected near the present coal sheds.

I am prepared to adopt Major Wilson's suggestion that the new passenger station should be fixed at Beira It will not inconvenience the passengers who at present use the Fort and Pettah stations if these stations as well as the Maradana terminus are abolished.

I have not yet submitted an estimate for the new station buildings, as I wished first to have some idea as to what amount of money the Government would be prepared to spend upon it.

I propose to have a two-storied building with booking offices, waiting hall, first and second class waiting rooms, refreshment rooms, and the usual station offices, lamp room, &c, on the ground floor Above this, offices for the General Manager, Traffic Superintendent, and Accountant.

The station will have three platforms, one connected with the booking offices from which the Main line trains will start, and two island platforms for the Sea Coast trains to transfer passengers to and from the up and down Main line trains. I propose to lay down two additional lines from Maradána yard. This will give three through lines: one up, one down, and one for engines alone to proceed to and from the running shed.

18. *Mr. Hodson.*—Then, do you propose to work double line from the new station to Maradána Junction?

19. *Mr. Pearce.*—Yes.

20. *Mr. Pearce* continuing:—The station will be placed on the straight, and the platforms will be 550 ft., sufficiently long to take our longest train—all on the straight.

21. *Mr. Hodson.*—If the station could be put still further forward towards the Racquet court and Lotus pond, it would be a decided improvement. The cost of acquiring the extra land would probably be not more than the cost of filling up the lake.

22. *Mr. MacBride.*—It would mean deviating Norris road and the purchase of the whole block at the corner where the Sailors' Home now stands.

23. *Decided that the Government Agent should be asked to give cost of acquiring the block of land bounded by Norris road, Maliban street, Front street, and Kaffre lane.*

24. *Mr. Mitchell.*—Were the bridge over Parson's road lowered, would it make any considerable or appreciable reduction in the gradient, and would this reduce the cost of the new station as regards reclaiming a portion of the lake?

25 *Mr. Pearce*—Yes, it would make a considerable difference. The saving in filling, say 3 ft of lake, would bring about a very large saving, but I do not know whether it would be practicable. The lowering of the bridge might not permit pada boats to go under with cargoes of tea for the mills situated on the far side of the lake.

26 *Decided that the Secretary should arrange to take the necessary measurements to ascertain if the bridge can be lowered without preventing the passage of pada boats.*

27. In reply to question by the Chairman, as to how it was proposed to work the new station, *Mr. Pearce* stated:—

28. I propose to work it both as a main and suburban station. Main line trains will start from and terminate there. Seaside trains will run through, but passengers, luggage, &c, will be transferred into the Main line trains there, and not at Maradána Junction

29. In reply to question by *Mr. Hodson*, *Mr. Pearce* admitted that the plan of the station yard could be improved, and added that the actual details of working had not yet been settled.

30. *The Chairman.*—Will your plan also provide for the terminus traffic of the narrow gauge line from the Kelani Valley, if constructed?

31. *Mr. Pearce.*—Yes, I would put a separate platform for the narrow gauge line on the lake side of proposed station.

32. *Mr. Hodson.*—This would be an additional argument for going nearer into the Pettah so as to allow for extension on the lake side for narrow gauge platform and sidings, as the present plan does not admit of much extension on the lake side.

33. *Mr. Pearce* admitted that this was the case, but pointed out that with a narrow gauge sharper curves could be made.

34. *Mr. Hodson* pointed out that additional sidings would be required for standing spare stock, &c

35. *Mr. Pearce* stated he would not propose to keep spare narrow gauge stock there, but would keep it in the present Maradána yard.

36. *The Chairman* remarked that surely it would be necessary to keep some additional carriages at the terminal station

37. *Mr. Pearce* replied that one or two additional sidings would be required, but the sharper curves of the narrow gauge would admit of this, though of course Mr. Hodson's scheme of placing the station nearer the Racquet court would give more room.

[ ]

38. *The Chairman.*—Is the proposal you have made to the Government for extending the line to the Wharf by way of the coal sheds, one which would fit in with this scheme?

39 *Mr. Pearce.*—The two schemes have never been considered together. They could be made to fit in so far as the railway is concerned, but it would affect the public roads. At present there is a line shown to the new Breakwater, and I would in time propose to make this a passenger line to Mattakkuli. It would also join the present Wharf line near the passenger jetty, and so form a loop.

40. *Mr. Pearce desired to furnish the Commission with the plans for the Mutwal Railway projected many years ago, also plans of the proposal to place the new passenger station in the Fort behind the Public Works Offices and near Bristol Hotel.*

41. *Mr. Hodson* pointed out to the Commission that if it should be necessary to go to the Wharf at some future time to build sheds, &c, and to make a future passenger line to Mutwal, the possibility of this should be considered in the present scheme for a new central passenger station, as it would probably necessitate a fourth line from Maradána to Beira

42. *Mr. Pearce* stated he considered that three lines would be sufficient for all future requirements, as a large goods traffic is already being conveyed to and from the Wharf, as well as a heavy passenger traffic over a single line between Fort and Maradana.

43. *The Chairman* pointed out that Mr. Pearce had not furnished all his estimates. No estimate appeared to have been sent in for the station building, lighting, or inter-locking

44. *Mr. Pearce* explained, that as the style of building had not been settled upon, and as by the time the station is built the introduction of electric lighting might become general, he had deferred making any estimate for this work As regards inter-locking, he could furnish approximate estimate.

45. *Mr. Mitchell* suggested that it would be well to get from Mr. Pearce an estimate of cost of lighting by gas

46 *Mr. Pearce requested to furnish estimate for lighting, and also for inter-locking.*

47. *Mr. Hodson* suggested that Mr. Pearce should be asked to bring with him to the next Meeting of the Commission a rough sketch of the kind of station building he proposed, giving area and probable cost.

48. *Mr. Mitchell* asked if Mr. Pearce was prepared to accept the building suggested by Mr Waring, and if not, what alterations he would propose.

49. *Mr Pearce* replied that he had not seen or heard anything of Mr. Waring's plans and estimates until just before coming to the Meeting, and had not considered them

50. *Mr Hodson* asked if roofing the platforms alone would be sufficient without covering over the lines of rails

51. *Mr. Pearce* stated that this would not be sufficient owing to the heavy driving rain-storms. It would be necessary to cover both lines and platforms

52. *The Chairman* asked what Mr. Pearce thought his scheme could be carried out for.

53. *Mr. Pearce* replied that he estimated the total cost at about one and a half million rupees. Without the building, lighting, and inter-locking the estimates he had sent in amounted to about one million.

54. *Mr. Hodson* pointed out that the deviation of the road scheme should be included in Mr. Pearce's estimate, whoever had to pay for it.

55. *Mr. Pearce directed to prepare estimate accordingly*

56. *The Chairman* inquired if 5 per cent. for contingencies was sufficient.

57. *Mr. Pearce* stated that it was.

58. *Mr. Hodson* asked if it was ever exceeded.

59. *Mr. Pearce* replied that it was not.

60. In reply to question by *Mr. Hodson*, *Mr. Pearce* stated that so far as he was concerned all previous schemes had been abandoned.

61. *Decided to request Messrs. Pearce and Cantrell to attend the next Meeting at 1.30 p m for examination.*

62. Meeting adjourned at 6 30 P.M until 12 noon on Wednesday, June 10, 1896.

Third Meeting, held in Council Chamber at noon on Wednesday, June 10, 1896.

Present:—The Hon. F. R Saunders, C M.G, Chairman; the Hon. R. K. MacBride, C.M.G.; the Hon. W. W. Mitchell, C.M G; and C. W. Hodson, Esq, M.I.C.E.

Mr. Waring stated:—

63. I am Chief Resident Engineer. I have been connected with the Ceylon Railways since 1875, and have held the appointment of Chief Resident Engineer since June, 1882 From August, 1891, to August, 1892, I acted as General Manager of Railways During that time I submitted a proposal to Government for improving and enlarging Fort station, so that trains could be run through from the Sea Coast to Main line and thereby relieve the pressure at the Main station caused by the cramped and insufficient space in Colombo yard. The intention was to close the main station as a passenger station, and as a matter of fact it was closed for two months as an experiment. I did not propose to close Pettah station. I am aware that a proposal has been made by Major Wilson to do away with Fort and Pettah stations, as well as the present terminus, and to build a new central station at Beira, and it was in consequence of seeing this proposal that I drew the attention of Government to my proposals of 1892.

I have seen the General Manager's plans and estimates which were sent to me by the Secretary to this Commission yesterday evening

64. *The Chairman* requested Mr. Waring to express his opinion with regard to the General Manager's plans for giving effect to Major Wilson's proposal.

65. *Mr. Waring* first of all pointed out that the goods traffic on the railway had not increased since 1881, as in that year 317,000 tons of goods were carried, whereas in 1894 the

tonnage amounted to only 314,000 tons; but the revenue from goods traffic has doubled itself, as in 1881 it was Rs. 1,892,000 and in 1894 Rs 3,585,000. This shows that goods are now carried much longer distances than was the case in 1881. Passenger traffic has also practically doubled itself, as in 1881 2,167,000 passengers were carried, and in 1894 the number had increased to 4,216,000, receipts also about double.

He therefore maintained that there has not been the enormous increase of goods traffic reported by Mr. Pearce—as compared with 1881.

66. *Mr. Waring* then stated with reference to the letter addressed by the General Manager to the Hon. the Colonial Secretary on the 17th March last:—

In paragraph 5 Mr Pearce proposes to lengthen the goods shed—a work necessitating the removal of the plumbago platform and other alterations Again, in the course of the evidence he gave before the Commission on Monday last, Mr. Pearce stated he proposed to use half the present passenger station as an extension of the goods shed It appears to me that if this is done there is a question as to whether the extension of the goods shed, upon which Mr. Pearce proposes to spend Rs 35,000, is necessary. This point may possibly not have been considered by Mr Pearce.

67. In paragraph 12 of his letter, Mr Pearce stated that the Main line goods trains consist of 24 loaded wagons, and mentions the number of these trains in and out of Colombo daily in support of his argument that additional siding accommodation is required for marshalling purposes

I understand that the maximum load is 24 vehicles, and as some, if not most, of these trains are mixed trains, I do not think that they take 24 goods wagons as Mr. Pearce's letter implies.

68. In paragraph 16 Mr. Pearce speaks about the money spent upon sidings being ultimately recouped. He is wrong in what he says The sum of Rs. 111,000 includes all materials. It includes ballast, sleepers, fastenings, points and crossings, as well as rails. He cannot sell anything but the rails for Rs. 60 per ton, and therefore the credit taken is not correct.

69. With regard to the additional sidings shown by Mr Pearce on his plan No. 2. If the goods traffic has not increased, I admit that the number of stations to and from which wagons are sent has increased, and the difficulty of marshalling wagons must consequently have increased; but I really do not think that the increase in this work can be sufficient to justify an expenditure of nearly Rs. 185,000 in providing additional siding accommodation in Colombo yard.

70. In plan H 84 M Mr. Pearce has shown that a deviation of the road in front of the main station is necessary, to admit of his proposed extension of the goods sheds and to give more room for the cart traffic in the goods yard. If there be any congestion of the cart traffic to or from the goods sheds, it seems to me that it occurs at the bridge which carries the road over the canal, and which is much narrower than the other part of the road, and I think that the bridge might be widened on the railway side without interfering with the Ceylon Company's store. This appears to me to be a more economical arrangement, as it gives the required relief without any deviation of the road, and if Mr. Pearce knocks down the urinal between the entrance gates to the passenger and goods yards, he will be able, by slight alteration of the roads, to get much more room for the cart traffic

71. In paragraphs 18 to 20 of Mr Pearce's evidence, he states he proposes to work double-line between Maradana Junction and the new station at Beira, and to have a third line to run engines to and from the engine shed. I maintain that a third line is quite unnecessary If double line working is brought into use at all, I consider that two lines are amply sufficient for all the traffic, including the running of the engines to and from the locomotive yard.

72. With reference to paragraphs 24 to 26, I would point out that any difficulty of headway might be obviated by the use of a swing bridge.

73. As regards paragraphs 30 to 36, sharper curves, so far as I can see, will not help Mr Pearce at all, as, if he proposes to run a narrow gauge line on the lake side of the new station, he will still want breadth at the station. There is no question of curves there—it is simply a question of lines and platforms

74. *Mr. Hodson* pointed out that what Mr. Pearce apparently meant was that a narrow gauge line could be brought into the station on the lake side, as it would admit of sharper curves being used in either direction for this purpose, but that of course the yard would have to be widened and one or more additional platforms added for the admission of the narrow gauge trains.

75. *Mr. Waring.*—Referring to questions 38 and 39 of Mr. Pearce's evidence, I see on plan H 84 O a new route is shown for the line to the Breakwater works. I think the proposal is objectionable, because it means a back shunt for all stone trains. Therefore, I think it would be an advantage if the existing Racquet court line could be maintained in its present position, as it might, if extended, form a loop to connect with the present Wharf line, but with Mr. Pearce's proposal this is not possible without a back shunt.

76. I will now offer one or two remarks with regard to Mr. Pearce's estimates. I do not know where Mr. Cantrell proposes to get his stuff for filling up the lake, but it seems to me that Re. 1·75 per cubic yard a very long price

It seems to me that by going a few miles down the Seaside line, say as far as Lunawa or Angulana, where there is plenty of foreshore from which sand could be brought, it should be possible to do the filling in of the lake for much less than Re. 1·75 per cubic yard, and I cannot help thinking that this price is too high.

77. In Mr. Pearce's plan no horse and carriage dock is shown, and although this is included in estimate, no siding or approach road are estimated for.

78. *Mr. Hodson* pointed out that Mr Pearce had explained to the Commission that his plan was merely a sketch plan, and that the details had not been worked out.

79. *Mr. Hodson.*—Do you consider, Mr. Waring, that it is not necessary to increase the accommodation already in the goods yard at Maradana very much? Do you think that the present accommodation in the way of goods sheds is sufficient?

80. *Mr. Waring*—It is some years now since I was connected with the management of the Railway. I am aware that blocks used to take place, but I found that they were generally due to removable misunderstandings The goods shed was lengthened at the time, and I think that if Mr Pearce proposes to use half the present passenger station for goods work, it will give ample room without lengthening the goods shed and carrying out the other alterations consequent thereon.

I do not think any necessary modification or alteration of the passenger station would cost one quarter as much as Mr. Pearce's proposal.

81. *Mr. Hodson.*—Can you remember when you were in charge of the Railway, or have you since (recently) noticed the state of the cart traffic in the Maradana goods yard? Have you seen carts jammed in the yard?

82. *Mr. Waring.*—I am aware that the cart traffic is frequently congested, but I maintain that the jam takes place at the bridge over the canal, which, if widened as I have already suggested, will remove this difficulty, and extra room can be given in the goods yard by pulling down the urinal and widening the carriage road alongside the arrival platform. I believe this would give a splendid roadway, about 40 ft. in width and about 400 ft long

83. *The Chairman.*—Then are we to understand that you object to part of Mr. Pearce's scheme as unnecessary at present?

84. *Mr. Waring.*—Yes, that is so; but if later on it is found necessary, the remainder could be carried out

85. *The Chairman.*—Would it not be possible to widen the bridge a little on the Ceylon Company's store side also, without interfering with the store?

86. *Mr. Waring.*—Yes, I think this might be done.

87. *Mr. Hodson.*—Do you dispute the fact that it is desirable to obtain more accommodation for goods traffic?

88. *Mr. Waring.*—I think if the passenger traffic is taken away from the main station it is not necessary to increase the boundary of the goods yard, or to spend money in increased goods shed accommodation at present.

89. *Mr. Hodson.*—Mr. Pearce wants to increase this accommodation immediately. It is not possible to remove the passenger traffic from the station within a year; in fact, you think it will take longer. What is to be done to relieve the pressure in the meantime?

90. *Mr. Waring.*—Colombo station has at present two arrival and two departure platforms. Perhaps it would be possible to use the departure platforms for both outgoing and incoming trains for the time being, and give up the other half of the station for goods traffic.

91. *Mr. Mitchell.*—Do you consider that more accommodation is necessary in Maradana yard for sheltering carriages?

92. *Mr. Waring.*—We have been told by Mr Pearce in his Administration Report that carriages suffer deterioration owing to want of covered carriage sheds. I am not prepared to say anything about this.

93. *Mr. Mitchell.*—You spoke about getting sand from the seaside some distance from Colombo Why not from Galle Buck?

94. *Mr Waring.*—I understood that the Government objected to sand being taken from Galle Buck. If it is possible to obtain it from there, so much the better, as I believe it might be done for a total cost of 50 cents per cubic yard—getting and filling say 30 cents, emptying 5 cents, and running charges 15 cents. I base my estimate for the running charges on the assumption that the sand will be carried at 6 cents per ton per mile, which is the charge for transport of Engineer's materials.

95. *The Chairman.*—Do you know sufficient of the traffic at the Pettah to express an opinion as to whether or not it would be advisable to bring that passenger traffic all into the proposed main station at Beira and abolish Pettah station altogether?

96. *Mr. Waring.*—I am decidedly opposed to the abolition of Pettah station

97. *Mr Hodson.*—Why do you consider it not desirable to deal with the whole of the Fort and Pettah traffic at one station?

98. *Mr. Waring.*—Partly on account of the fact that a larger station would be necessary. It is quite practicable to deal with the traffic of the two stations together, but there are local conditions which render it desirable not to deal with the traffic at one station

99. *Mr. Hodson.*—What are the local conditions that render it undesirable to combine the traffic of these two stations?

100. *Mr Waring.*—First of all I submit that although the Fort and Pettah stations are very close together, they have an entirely distinct class of passengers. Again, to put one station at Beira in lieu of these two stations would mean—taking the General Post Office as the centre of the Fort and striking a radius—increasing the distance for the users of the Fort station 33 per cent., and practically doubling the distance for the users of the Pettah station, as from the present Fort Station to the entrance to the General Post Office the distance, *viâ* Chatham street, is 693 yards and to Beira it is 1,034 yards. From the present Pettah station to the Town Hall, *viâ* Gasworks road, the distance is only 550 yards, but from Beira it is 946 yards to the Town Hall *viâ* Front street and Main street.

The passenger traffic at Fort, Pettah, and Colombo Terminus is rapidly increasing, as the following figures will show:—

Number of Passengers booked.

	1889 No	1894. No	Increase Per Cent
Fort	74 195	114,518 ...	54
Pettah	262,907	300 856 ...	33
Colombo	55,461	77,587 ...	40

101. *The Chairman.*—In 1895 there was a considerable decrease in the number of passengers booked at Colombo main station.

102. *Mr. Waring.*—That I was not aware of, as I have not seen the figures for last year.

103. *Mr. Hodson.*—It would appear that by the adoption of a station at Beira the distance from the heart of the Fort to Fort station, and from the heart of the Pettah to Pettah station, would be increased by about 400 yards as compared with the present distances. Do you think that the inhabitants of the Fort will suffer severely by this increase?

104. *Mr. Waring.*—I think they would suffer, and would object most strongly.

105. *Mr. Hodson.*—Do the bulk of the people who go to the Fort travel by train?

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106. *Mr. Waring.*—The bulk of the people using the Fort are people to whom the increased distance would be a decided objection.

107. *The Chairman.*—Do you anticipate as strong or stronger objections on the part of the people who use Pettah station?

108. *Mr. Waring.*—It was a mistake to build two stations so close together in the first place, but having built them, it would be a very serious matter to take them away.

109. *The Chairman.*—Is there not a large fish traffic at Pettah station?

110. *Mr. Waring.*—Yes, and that would also have to be considered.

111. *The Chairman.*—Pettah station is also a depôt for lake traffic?

112. *Mr. Waring.*—Yes. It might be possible, however, to transfer the landing place to Beira.

113 *The Chairman.*—Will you now explain your scheme?

114. *Mr Waring.*—Since I made my proposals in 1892 I have been told that the present Fort station is objected to on the grounds that it is on a very sharp curve, and that the gradients are unfavourable. On studying my plans I thought of a way by which they could be improved at a comparatively small cost. I now produce plans showing what I propose:—

Drawing No. 781 gives—

	Square Feet.	Rs.	Rs.
A passenger station building, including a verandah, 150 ft × 35 ft = ...	5 250		
A covered way for carriages, 60 ft × 12 ft = ...	720		
	5,970		
5 970 sq ft., at Rs. 8 per sq ft		47.760	
Platforms, covered with concrete or cement, including ramps — one 520 ft by 20 ft. = 10,400 sq ft, one 135 ft by 11 ft = 1,485 sq ft, one 520 ft by 25 ft = 13,000 sq ft, one 590 ft by 20 ft = 10,400 sq ft, total 35,285 sq ft., at Re 1 27		44,812	
Roof supported by columns, 115 ft by 500 ft. = 57,500 sq ft. at Rs. 200 per square 100 ft		115 000	
Overline foot-bridge, 15 ft wide, say		8,000	
Two steam or hydraulic traversers to traverse bogie carriages, say including engines, &c, fixed complete		20,000	
One engine turntable, 50 ft. diameter		12 000	
Furnishing and lighting		10,000	
Water closet and latrine accommodation for natives, say ...		3,000	
Total for station and appliances ...		—	260,572
Permanent way in sidings, 2,285 lin yds., at Rs 15 ...		34 275	
15 sets single points and crossings, at Rs 380 each ...		5 700	
2 sets three throw switches, at Rs 760		1,520	
3 sets diamond crossings, 4 in a set, at Rs 1,000 ...		3 000	
3 buffer stops, at Rs. 500		1,500	
			45,995
Road diversions			
29 chains = to 638 lin yds, say 20 yds wide on the average = 12,760 sq yds., at Re 1 per sq yd ...		—	12,760
Filling up corner of Lotus pond, 9 chains = 198 yds. by 3 chains = 66 yds by say 3 yds deep = 39,204 cub yds. at Re 1 ...		—	39,204
Purchase of land and buildings at corner of Norris road and Front street, including Sailors' Home, say		—	20,000
Doubling the line from T (entrance to Fort station) drawing No 781, to Colombo station goods warehouse siding, 60 chains = 1,320 lin yds, at Rs 15 per lin yd		—	19,800
Doubling bridge over canal near Eastern Produce Company's mills, say		—	3,000
Addition to railway offices near present site, say 80 ft by 25 ft., 2,000 sq. ft, two stories, at Rs. 15 per sq ft		—	30,000
Interlocking all points and crossings in central station yard and establishment of absolute block system between Maradána Junction station and Slave Island, say		—	50,000
			481,331

Summary.

Central station	260,572	
Permanent way in sidings, &c, in station yard	45,995	
Diversions of public roads	12,760	
Filling in corner of Lotus pond	39,204	
Purchase of land and buildings...	20,000	
Doubling line between central station and Colombo yard ...	19,800	
Doubling bridge over canal	3,000	
Addition to railway offices	30,000	
Interlocking points and crossings and establishment of absolute block system between Slave Island and Maradána Junction inclusive	50,000	
		481.331
Add 5 per cent. for contingencies	—	24,066
Grand Total ...	—	505,397

115. In my estimate it will be seen that I have not provided new offices at the central station for the management establishment, but have included a liberal allowance for the enlargement of the present head offices, as in my opinion it is not essential that such offices should be at

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the principal station. Witness Newcastle-on-Tyne on the North-Eastern Railway in England, Derby on the Midland Railway, also several of the Indian Railways, the East Indian in particular, the offices of which are in Calcutta and the station at Howrah.

116. In 1892 I proposed to give platforms 500 ft. in length. In present plan I have provided two of 520 ft. and two short platforms of 135 ft, from which mixed trains can be started.

117. The two bogie carriage traversers are for inserting or removing individual carriages of through trains.

118. In addition to the through platform lines, I have a spare line running outside the station for goods trains and connecting with the Wharf line.

118*a*. Trains running through the central station from up-country to Galle or the reverse might stop from 10 to 15 minutes to be re-marshalled. Carriages being added or taken off from the centre line marked C D on tracing No. 781, the clear length of which is about 720 ft, and which will therefore accommodate say 17 bogie carriages For this purpose the traversers will be most convenient.

118*b*. If so sharp a curve as 6 chains radius can be admitted, I would recommend that line × —— × on tracing No. 781 be put in. The curve might be made easier by altering the Wharf line for some distance.

118*c*. I have not made any provision for horses and carriages at the central station They might be loaded and unloaded at Colombo station as at present.

118*d*. In reply to question by Mr. Hodson .—

My estimate does not include anything for altering the existing gradient, and if the new station is made, it will be necessary either to pull down the present bridge over the neck of the lake at the level crossing and put in a swing-bridge, or to flatten the existing gradient of 1 in 160 to 1 in 660, which is in effect altering the level of the station yard a maximum of 2 ft.

119. In the matter of permanent way material I have been more liberal than Mr. Cantrell in his estimate. He has put down Rs. 13 50 per lineal yard, but I have allowed Rs. 15.

For points and crossings Mr. Cantrell has calculated at the rate of Rs. 348 84 per set, I have allowed Rs. 380

For diamond crossings I have put down Rs 1,000 for each, but Mr. Cantrell has allowed only Rs 300

Again, I have provided three buffer stops at Rs. 500, Mr Cantrell (20 ?) at Rs 150 each.

120. Again, Mr. Cantrell has included only Rs. 6,000 in his estimate for two overbridges, whereas I have put down Rs 8,000 for one.

121. *Mr. Hodson.*—On this alignment of the main line (drawing No. 781) do you think you could by any means get more lines or sidings in if required? Is that the utmost accommodation that can be given?

122. *Mr. Waring*—I am afraid I could not get very much more in the way of through lines, but I could get in dead end sidings on the ground coloured pink in block plan No. 782.

123. *Mr. MacBride.*—Do you not think it objectionable to have a terminal station on a curve?

124. *Mr. Waring.*—Not if the curve be such a one from which sidings can be laid

125. *Mr. Hodson.*—Does your estimate include cost of filling up lake and Lotus pond?

126. *Mr Waring*—It includes a portion of the Lotus pond, but not any portion of the lake.

127. *The Chairman.*—In the event of a narrow gauge line being constructed to the Kelani Valley, would your plan enable you to provide accommodation for the narrow gauge trains in the central station?

128 *Mr. Waring.*—I have not considered this question in connection with my terminus scheme. I fancy the route the narrow gauge line would take would make the transfer at Maradána Junction.

129. *Mr. MacBride*—Why have transfer station at Maradána.

130 *Mr. Waring.*—Only in order to save money.

131. *Mr. Hodson*—But could you work the narrow gauge line into your design?

132. *Mr. Waring.*—Yes, with sharper curves it could be brought in—that is, a 2 ft. line.

133. This concluded Mr. Waring's examination, and the further examination of Mr. Pearce was proceeded with after the evidence given by Mr Waring had been read by the Secretary.

134. *The Chairman.*—Is it a fact that the traffic in goods in 1881 was practically as great as it is now?

135. *Mr. Pearce.*—I was here in 1881 and was Acting Finance and Traffic Manager. I dealt with the traffic, and had not the least difficulty in doing so in a goods shed about half the size of the present shed, as the bulk of the traffic was coffee, which can be dealt with much more easily than any other description of goods. In place of coffee we now have to deal with tea, which cannot be handled nearly so expeditiously, and requires more room.

I am frequently round the yard and warehouses. I have a thoroughly experienced and capable Station Master directly supervising the work, and a Traffic Superintendent who takes care that the best possible arrangements are made to deal with the traffic, and I say without fear of contradiction that the traffic cannot be better dealt with than it is at present; that we do require the additional accommodation asked for, and that we cannot do without it

136. *Mr Mitchell* desired that Mr. Pearce should describe more fully the difference in the traffic which made increased accommodation necessary.

137. *Mr. Pearce.*—When the bulk of the traffic was in coffee, it came down in train loads, and was often unloaded direct into boats and carts without going into the warehouse at all. I should say that six tons of coffee were unloaded in the time now taken in unloading four tons of tea It came from fewer stations, and consequently fewer wagons were necessary. Again, the traffic was more concentrated, and was consigned in large quantities to a smaller number of consignees than at present. It was removed more by boat than cart, and carts used to take a heavier load, say one and a half ton of coffee to one ton of tea.

138 *The Chairman*—As it is proposed to use part of the present passenger station as a goods shed, it is not quite clear that any extension of the goods shed is necessary?

139. *Mr Pearce*—There is not the least intention of using any portion of the present passenger station as a goods shed.

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140. *The Chairman*—What do you propose to use it for?

141. *Mr. Pearce.*—For loading and unloading direct from carts to wagons and *vice versâ*.

142. *Mr. Mitchell.*—But is it not a fact that you are using the passenger station at present as a goods store?

143. *Mr. Pearce.*—No, traffic is not stored there, it is merely placed there temporarily owing to want of accommodation in the sheds.

144 *Mr. Hodson*—Do not you think it would be a very great convenience to have the inwards shed on one side and the outwards shed on the opposite side?

145 *Mr Pearce.*—I have found it better and cheaper working to have the sheds as they are in one long length, so that as soon as wagons are emptied they can be pushed forward for use in the outwards shed.

146. *Mr Hodson.*—I find that in two previous schemes—Captain's Garden and Skinner's road—two separate goods sheds were shown, one inwards and one outwards.

147. *Mr. Pearce.*—I have been watching the traffic and have since altered my views, as not only is one long shed for both inwards and outwards traffic more suitable from a railway point of view and more cheaply worked, but it is more convenient for the cart traffic. Sheds placed opposite one another would necessitate increased shunting

148. *The Chairman.*—Could not the shunting difficulty be got over by putting in a turntable?

149. *Mr Pearce*—It is practicable, but not such a convenient arrangement as the present one.

150 *The Chairman.*—Mr Waring considers that the cart traffic might be dealt with by widening the present road bridge over the canal, and that this could be done more economically on the railway side. Do you consider this would suffice?

151. *Mr. Pearce.*—Certainly not, for although there is occasionally a block at the canal bridge, which certainly ought to be widened both for railway traffic and for the convenience of the public road traffic, the block occurs chiefly in the railway yard, which must also be widened, in order that the traffic may be efficiently dealt with and the congestion of carts avoided. My scheme provides for this.

152 *Mr. Hodson*—Do you consider that you could manage to work when the passenger station has been moved without increasing your boundary?

153. *Mr Pearce*—No, the boundary must be extended in order to admit of the extension of the goods shed. It is a *sine qua non*.

154. *Mr. Hodson.*—If, instead of extending the goods shed, you utilized half of the existing passenger station as a goods shed, could you manage without extending your boundary?

155 *Mr. Pearce.*—To use half of the present passenger station as a goods shed would be almost impracticable in ordinary working. The carts now stand along the whole length of the shed, and this proposal would bring them opposite to one another and would cause a still greater block.

156. *The Chairman*—Could you by using the departure platforms for both out and in trains make sufficient room on the arrival side to carry out this proposal?

157. *Mr. Pearce.*—We certainly could not confine all trains, both arrival and departure, to two platforms, as the train service would not admit of it. The work of marshalling the trains would also not admit of it.

158. *The Chairman*—You propose to have a double line from Maradána Junction to the new central station for ordinary traffic, and a third line for the locomotive traffic. Do you consider it absolutely necessary to have a third line for engines?

159. *Mr. Pearce*—It is not essential though it is desirable.

160. *Mr. Hodson.*—Would you be prepared to work all your traffic with only two lines supposing all your other proposals were agreed to?

161. *Mr. Pearce.*—I could work without a third line, though I consider it would greatly facilitate the working of the traffic to have it.

162. *Mr. Hodson*—You propose to pull up the present entrance to the Racquet Court line and substitute it by one facing the opposite direction. Do you consider that would prove convenient for working?

163. *Mr. Pearce.*—I consider it would be even more convenient seeing that the same engine does not work through, the stone trains being worked from the Junction through the Racquet Court by a special Breakwater engine.

164. *Mr. Hodson*—Do you work only Breakwater trains over the Racquet Court lines?

165. *Mr. Pearce*—Yes, nothing but stone trains

166 *Mr. Hodson.*—Do you look forward to a time when you will have a public traffic in that direction?

167 *Mr. Pearce.*—I should think it will be necessary to provide for such traffic at some future time.

168. *Mr Hodson*—Do you consider that the arrangements you now propose will prove convenient when you have to work public traffic down to the Breakwater line?

169. *Mr. Pearce.*—I see no reason why it could not be done with an improved curve, but the present curve would not be suitable.

170 *The Chairman*—Will your present station arrangements permit of better curves being given over the Breakwater line?

171. *Mr Pearce.*—Yes, for the stone traffic

172. *The Chairman.*—But would you have a public passenger traffic?

173 *Mr. Pearce.*—I have not taken that into consideration

174. *The Chairman.*—Would you be able to incorporate Mr. Waring's entrance into the Racquet Court line into your proposed station?

175 *Mr. Pearce.*—Not satisfactorily.

176 This concluded the examination of Mr. Pearce. Mr. A. G. Perman, Traffic Superintendent, was next examined.

177. *The Chairman.*—Mr. Waring has pointed out that the goods traffic is practically the same now as it was in 1881. If such is the case, what is the necessity for additional accommodation in Colombo?

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178. *Mr. Perman.*—I admit that the total tonnage is only about the same, but the traffic has entirely changed since 1881, and where one consignment of coffee in those days would be 60, 80, or 150 tons, we now have a large number of small consignments, often almost equal to the tonnage; that is to say, we have to deal with upwards of 150 consignees in the transport of 150 tons of goods, whereas in the old coffee days this weight would be divided amongst two or three consignees only. Again, the traffic in coffee used to come in twice a year, and train load after train load of heavy consignments could be worked down as fast as the trucks were emptied direct into carts and boats and returned, and the shorter distance—I believe the line was only opened as far as Gampola or Nawalapitiya in 1881—greatly facilitated the expeditious transport of goods.

Now we have to carry hundreds, nay thousands, of small consignments over longer distances. Planters do not send down tea in such large consignments as they used to despatch coffee: and tea, instead of being loaded direct into boats and carts, has, as a general rule, to be stacked in the warehouses for a day or so until removed by consignees.

179. *Mr. Hodson.*—But the substitution of tea for coffee cannot be the only reason for such a large increase in small consignments?

180. *Mr. Perman.*—The small traffic has largely increased since the minimum charge of Re. 1 was abolished, and we have to deal with thousands of small consignments which have to be kept separate, and consequently require more warehouse room.

181. *Mr Hodson.*—But surely you have a minimum charge for goods consignments?

182. *Mr. Perman.*—No, none whatever.

183. *Mr. Hodson.*—That seems to me to be a mistake. You ought to have a minimum charge for goods—small articles should go as parcels.

184. *The Chairman.*—Would it suffice if you use part of the present passenger station as a goods shed instead of extending the existing goods shed as proposed?

185. *Mr. Perman.*—My proposal is to use one line of the present passenger station, in addition to extending the goods shed for the accommodation of goods. Even if three lines could be spared—and I do not see how they are to be spared—we could not bring carts in to use more than one line.

186 *The Chairman.*—But if you use one line, would it not do for the present, without any extension of the goods shed?

187. *Mr. Perman.*—No, we practically use that line now for the loading and unloading of up-country goods.

188 *The Chairman.*—Mr. Waring considers that the congestion of the cart traffic can be relieved by widening the canal bridge on the railway side?

189 *Mr. Perman.*—The congestion is caused by our being unable to take the carts into the yard. It is not a question of the bridge at all, though I admit that the bridge requires widening for the convenience of the public, owing to carts blocking it on their way to the goods yard If our yard were large enough to take in the carts, there would be no trouble on the bridge.

190. *The Chairman.*—From what you know of the traffic at Pettah station, do you think it desirable to bring the whole of the traffic at that station into the one central station as proposed?

191 *Mr. Perman.*—I would prefer to have one central station, as trains could be more easily loaded, and strengthened when necessary, and the traffic could be dealt with under the same supervision and with the same staff

192. *The Chairman.*—But would it be satisfactory to combine the traffic of Fort and Pettah stations?

193. *Mr. Perman.*—I am aware that there is a distinct traffic at each of these stations, but I would propose to get over this objection by having separate entrances, and keeping the first and second class passengers apart from the third class

194 *The Chairman.*—Your reply refers only to area, whereas the question is more one of convenience to native passengers now using the Pettah station.

195. *Mr Perman.*—I do not think the proposal to abolish Pettah station would cause much inconvenience to the native traffic I am in favour of having the whole of the traffic under one roof. It would be a terminus for most of the trains, and the passengers could be more easily dealt with. The discomfort which passengers at present experience, owing to the congestion at Pettah station, would be removed by the larger space in the new station

The delays which now take place at Pettah would also be avoided. During the fish season trains are often detained on the up journey 8 or 9 minutes at Pettah.

196 *Mr Hodson.*—Do you consider that you will be able to handle all the traffic satisfactorily in the area given in Mr. Pearce's plan?

197 *Mr. Perman.*—That is a question which I cannot answer until the working plan is prepared

198. *The Chairman.*—Will the Seaside trains terminate at, and start from, the central station, or will they run to Maradana?

199. *Mr. Perman.*—That is a question I have been thinking over. We shall have to serve Maradana, but the through trains from Galle should terminate at the central station, the suburban traffic being provided for by a service of local trains between Maradana and say Moratuwa.

200. *The Chairman.*—If you have a double line from Maradana Junction to the central station, would that suffice for locomotive purposes, or do you consider a third line necessary?

201. *Mr. Perman.*—The traffic could be worked with two lines only, but I propose a third line as a matter of convenience, though it is not a *sine qua non* By the opening of the new station as a terminus we shall nearly double the train service, and it will be a great convenience to keep the locomotive working separate from the traffic trains.

202. *The Chairman.*—Do you consider the advantage would justify the extra cost of a separate line?

203. *Mr. Perman.*—I do.

204. *The Chairman.*—If a railway is made to the Kelani Valley on a narrow gauge, will it be practicable to adapt the new station as proposed by Mr. Pearce?

205. *Mr Perman.*—I should require time to reply to this question as regards goods traffic, but there would, I think, be no difficulty in putting in another platform and additional sidings on the lake side of the proposed new passenger station to accommodate narrow gauge trains. There

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would, however, be great difficulty in getting a narrow gauge line into the goods yard at Colombo.

206. *The Chairman.*—On the assumption that the present Colombo station is abolished as a passenger station, would the new Fort station, as shown in the plan which has been prepared by Mr. Waring, be sufficient for the traffic requirements without the abolition of Pettah station?

207. *Mr. Perman.*—It will not suffice for all the work in the preparation of trains, such as examining, washing, and marshalling, which is now done in Maradana yard.

208. *Mr. Hodson.*—Do you consider it would be a practicable state of working to continue the arrangement, &c., of the trains in Maradana yard and use the Fort as a terminal?

209. *Mr. Perman.*—No, I would prefer a large station in which all the work could be done. When Mr. Waring's plan was prepared in 1892, it was on the assumption that the work would be done at Maradana, as a proper terminal station was not contemplated.

210. *Mr. Hodson.*—Then this (Mr. Waring's latest plan) would be only a partial solution of the difficulty?

211. *Mr. Perman.*—Yes, it would only admit of the Main line trains being started from and terminated at the Fort station.

212. *Mr. Hodson.*—How much room would you have to keep in the goods yard at Maradana for your passenger stock?

213. *Mr. Perman.*—The same room as we require now, and consequently it would not give the relief required in the goods yard.

214 *Mr. Hodson.*—Supposing, for the sake of argument, that Mr. Waring's Fort station, which does not include widening into the lake for doubling the line from Maradana Junction, were to cost five lakhs of rupees, and that Mr. Pearce's central station, exclusive of widening into the lake, were to cost ten lakhs which do you consider would be the most economical?

215. *Mr. Perman.*—I think that Mr. Pearce's scheme would be the most economical because it provides for all the work in connection with the trains.

216. *Mr. Mitchell.*—Will the marshalling of trains and the washing of carriages now performed in Maradana yard be done in the new station suggested by Mr. Pearce?

217. *Mr. Perman.*—Yes.

218. *Mr. Hodson.*—Mr. Waring says that if it is desirable to abolish all the work in connection with passenger trains from Maradana, it can be done at Fort as shown upon his plan No. 782.

219. *Mr. Perman.*—I do not think it would be so satisfactory, as it gives a terribly sharp curves.

220. *Mr. Hodson.*—What is the objection to putting the station on a curve?

221. *Mr. Perman.*—One of the principal objections to a station on a curve is that carriage doors when opened slam, unless held. It also requires two men to hold open the van doors whilst luggage, &c., is being loaded and unloaded. In shunting the drivers cannot see signals unless the shunters are close at hand, and in shunting long trains two or three men are necessary to repeat the signals, and there is a greater liability of mishaps. I consider that if the shunting has to be done on the ground proposed to be reclaimed by Mr. Waring, it would be dangerous.

222. *Mr. Mitchell.*—Are there any other difficulties in the way of working a station on a curve?

223. *Mr. Perman.*—The greater the curve the more difficult it is for trains to start, especially if there is also a gradient to contend with.

224. *The Chairman.*—All things considered, are you of opinion no site can be found to give a better station than that at Beira?

225. *Mr Perman.*—No, I consider a better station could only be obtained by going nearer the Pettah.

226. *Decided* that Mr. Pearce be asked to prepare by the 16th instant, in conjunction with his officers, a working plan of the yard he proposes to lay down at Beira.

227. Mr. Cantrell, Engineer of Ways and Works, in reply to the Chairman's request that he would give details of his estimate of Re. 1·75 per cubic yard for filling in the lake, stated:—

I propose to obtain cabook from the Main line between Hunupitiya and Mahara · Freight will cost 53 cents, cutting 40 cents, loading and unloading 40 cents I should require 50 wagons and 2 brake vans, which would add say 32 cents per cubic yard, and 10 per cent. for contingencies makes up the total estimated cost. When the work is completed the trucks might be sold to the traffic for half their original cost.

If I can be permitted to take sand from Galle Buck, I should say it might be possible to do the work for 62 cents per cubic yard, but I was under the impression that the Government would not allow this.

228. *Mr. Hodson.*—Mr. Waring thinks there is sufficient room to get in two lines, that is, another line in addition to the present line between Fort and Colombo yard, without any filling up of the lake, by taking in part of the Municipal road.

229. *Mr. Cantrell.*—I did not think it would be possible to get the ground from the Municipality, and therefore have not considered the question.

Meeting adjourned at 7 P.M. until Tuesday, the 16th June.

Fourth Meeting, held in Council Chamber at noon on Tuesday, June 16, 1896.

All the Members of the Commission present.

230. The Chairman stated that in the interval since the last Meeting Mr Waring had undertaken to prepare new plans giving increased platform accommodation and additional sidings at Fort to meet the objections raised by the Railway officers to his previous plans in respect of these two items, and that Mr Waring was present to explain his further proposals. It was therefore decided to examine Mr. Waring before going into the plans and estimates prepared by the Railway officers.

[ ]

231. *The Chairman.*—Are you prepared, Mr. Waring, to submit new plans for the consideration of the Commission.

232. *Mr. Waring.*—I am now prepared with amended plans. When I prepared plans for the last Meeting I contemplated starting the local trains from Maradana Junction—in fact with a better train service it has occurred to me that Kelaniya, Hunupitiya, and Mahara might also become thriving suburban stations; and I am not at all certain that were attempts made to develop the local traffic with Colombo as far north as Mahara, it would not result in quite as large a suburban passenger traffic at these stations as on the Seaside line. I also contemplated running the through trains from Galle forward to Kandy and Bandarawela, only taking on or putting off carriages at the Fort to adapt the through trains on coming off the Seaside line for the altered conditions of traffic to Bandárawela and Kandy, and that is what I understood was desired in 1892; but now I understand the Railway officers propose a different system altogether, and that the trains for up-country are to start from the central station.

If so, it is perfectly plain that accommodation to make up the different trains is required, and I have now prepared additional sidings for this purpose in drawing No. 781 A, but I would point out that the additional sidings could really be added to the station on plan No 781.

I also have to point out that I have two sets of sorting sidings, which might be used for washing, cleaning, &c., of carriages: one to the south marked AA, and another set on the east side of the station marked BB. I have had no opportunity of consulting with the Railway officers as to what length of sidings is required, neither have I had time to go into the matter as thoroughly as I could have wished to have done, but I have been able to put upon the space AA, plan 782, sidings to the aggregate length of 3,362 yards, and I have been able to put upon space BB sidings to the aggregate length of 1,292 yards, altogether 4,654 yards. They are laid out with a minimum breadth of 8 ft. in the clear between the lines. Until that breadth is obtained the sidings are what may be called non-effective. Allowing the non-effective length at say 40 per cent, we should have 1,862 yards of in-effective; deducting this we get an effective length of 2,792 lineal yards of sidings. Taking the bogie carriages to be 14 yards in length, we should thus have room for 200 such carriages, or 400 four-wheel carriages on these sidings.

233. Exception was taken, I think, at the last Meeting to the platform shown on tracing No. 781 being somewhat deficient in length; so I would like to point out that on tracing No 781 A there are five platforms provided, three of which are 700 ft in length and two about 660. I would also mention that something of the same kind could be done with the station as shown in plan No. 781. The roof remains 500 ft in length, same as in my previous design. The alteration of the platforms between tracing 781 and 781 A made the adoption of two overbridges better than one, and these I have provided.

234 I now submit my amended estimate:—

	Rs.	Rs
Passenger station and building as before ...	—	47,760
Platforms under roof, 32,500 superficial feet at Re 1 27 ...	—	41,275
Extension of platforms beyond roof, 11,020 superficial feet at Re 1 27	—	13,996
Roof, including cantilever on the lake side, 500 ft by 120 ft at Rs. 200 per 100 sq ft	—	120,000
Furnishing and lighting	—	10 000
Two foot-bridges at Rs 6,000	—	12,000
Total for Station ...	—	245,031
Engine turntable ...	12 000	
Metalling road diversion as before	12 750	
Filling up Lotus pond, 39,204 cubic yards at Re 1 ...	39,204	
Permanent way complete, 4,330 yards at Rs. 15 ...	64 950	
Twenty-three sets of points and crossings at Rs 350 ..	8,050	
Four sets of diamond crossings at Rs 500	2 000	
Signals, including interlocking	50 000	
Land compensation	50,000*	
Water closets for third class passengers	3,000	
		241 964
Add 5 per cent for contingencies ...	—	486,995
Total ...	—	24,349
		511,344
South Sorting Sidings—Filling up lake, including diversion of Parson's road, 330 yards by 70 yards by 3 yards deep=69,300 yards at Re 1	69 300	
Metalling public road, 660 yards by 15 yards=9,240 superficial yards, at Re 1	9 240	
Sidings and materials, 3,362 yards, at Rs. 15	50 430	
Twenty-three points and crossings, at Rs. 350	8 050	
Six buffer stops	500	
	137 520	
Add 5 per cent contingencies	6,876	
		144,396
East sorting sidings (ground already made), 1,292 lineal yards at Rs. 15	19 380	
Ten sets points and crossings at Rs 350	3,500	
	22,880	
Add 5 per cent. contingencies	1,144	
		24 024
Additions to Railway offices as in previous estimate, 2,000 square feet, at Rs 15	30,000	
Add 5 per cent. contingencies	1,500	
		31,500

* Increased from Rs 20,000 to Rs 50 000 by permission of the Commission. (See paragraph 320)

[ ]

	Rs.	Rs
Doubling line from end of station yard Maradana Junction, as in previous estimate, 1,320 yards, at Rs 15. . ..	19 800	
Add 5 per cent contingencies...	990	
		20,790
Grand Total ...	—	732,054

235. *Mr. Mitchell.*—At our last Meeting Mr Perman described the difficulties of keeping the doors of carriages open when trains are standing at a station on a curve, and this is very noticeable at the present Fort station. Is your proposed new station on the same curve?

236. *Mr. Waring* No, the curve has been altered from 11 chains to 20 chains

237. *Mr. Mitchell.*—Do I understand that with the altered curve the carriage doors will not slam?

238. *Mr. Waring.*—A train standing at any of the platforms would have very little cant.

239 *Mr MacBride*—But a guard standing on the platform would not be able to see the driver unless quite near to the engine. Do you admit the objection?

240. *Mr Waring.*—I admit the objection.

241. *Mr. MacBride*—In a recent question in connection with the Northern Railway Commission, you stated it was objectionable that Messrs. Ormsby and Waddell had put their station on a curve.

242. *Mr. Waring.*—Messrs. Ormsby and Waddell designed the Anurádhapura station, as I understood their plan, partly 300 ft. in radius and partly on a reverse curve of 400 ft. I pointed out that I thought 300 ft. was the minimum radius to be allowed for a metre gauge, and if so it is impossible to get sidings out of a 300 ft. curve, and therefore I said, what I now believe to be the fact, that the station was impracticable.

243. *Mr. Hodson*—Will you kindly tell us what curves your plan for Fort station contains?

244 *Mr. Waring*—I believe that in the approaches to the station itself the minimum curve is 10 chains. In the two shunting yards the minimum is 8 chains

245. *Mr. Hodson.*—And these minimum curves are freely used?

246. *Mr. Waring.*—Yes; I dare say they are.

247. *Mr. Hodson.*—We have now a station that contains a great deal more accommodation than was given in your first plan No 871. Do you consider that this station would be a convenient station to work from a traffic point of view?

248. *Mr Waring*—It could be worked, but would not of course be so convenient as if on the straight.

249. *Mr. Hodson.*—Do you not think it would be very inconvenient to work?

250 *Mr. Waring.*—I think it is a very simple station, and gives every facility

251. *Mr. Hodson.*—Men shunting would never be able to see. If one line were blocked it would be almost impossible for the people on the line next to it to see anything?

252. *Mr. Waring.*—I think there would certainly be difficulties of the nature you have now pointed out, but they are not insuperable I admit that it would be somewhat difficult.

253. *Mr Hodson*—On this plan if shunting is done on the end away from the station in either of the two yards, it would have to be done on the Main line?

254. *Mr. Waring*—That could be obviated by putting in another line at each end, but I did not contemplate that the shunting would be done at the ends. I believed that it would be done mostly in the middle between the station and the yards.

255. *Mr. Hodson.*—Will you please give us the effective length of the sidings?

256. *Mr Waring*—In the south yard there are twelve sidings, varying in length from 88 yards to 203 yards, and the total effective length is 1,774 yards. In the east yard there are five sidings, varying in length from 88 yards to 165 yards, total effective length 610 yards; that is to say, the two yards have sidings with a total effective length of 2,384 yards, and in addition there are five platform lines in the central yard with 1,596 yards, the lines varying from 292 to 363 yards.

257. *The Chairman.*—Have you heard of a proposal made a few years ago to put a station on the spare ground behind the Public Works offices?

258. *Mr. Waring*—No.

259. *Mr. Hodson*—Could you put in a station upon the ground mentioned by the Chairman as suitable as the one shown on your present scheme?

260. *Mr. Waring*—No, because the ground is too cramped even if the Lotus pond is filled in. Besides a back shunt station is an unmitigated nuisance.

261. *Mr. Hodson.*—Has the station you show on plan No. 871 A a single or double storey building?

262. *Mr. Waring*—A single story.

263. *The Chairman.*—Do you consider Re. 1 per cubic yard for filling up the lake a high or low charge?

264. *Mr. Waring*—I consider it a reasonable charge.

265. *Mr. Pearce* having intimated to the Chairman that he was prepared with the plans, &c, required by the Commission, his examination was next decided upon.

266. *The Chairman*—Since you were last before the Commission, Mr. Pearce, you have, prepared some amended plans. Will you be good enough to explain what you now propose.

267. *Mr. Pearce*—The amendment of the plan of the proposed station at Beira is more especially with reference to the lines running into it. My first plan was merely one giving the general space required I now produce a plan showing the lines as they would be actually worked.

268 I also produce a plan showing the new bridge and deviation of the road over the canal and estimate for same, which I had before deemed to be a municipal work.

269. In my revised plan of the new station I have provided only two lines instead of three between Maradána and Beira, and I submit a revised estimate for a double line instead of three as before suggested, as the traffic can be worked upon two lines.

[ ]

270 I also produce estimates revised in accordance with certain suggestions made at the last Meeting, and I now hand in my final revised estimates. The original estimates as regards the Maradána yard have not been altered in any way.

271. Estimate of alterations and additions in Maradána yard.—

		Rs
Extension of goods shed and re-building of boundary wall ...	...	35,371
Widening canal bridge and deviation of public road	...	28 659
Sidings, &c., in goods yard, including removal of old running shed	...	184,696
Inter-locking	...	20,000
Lighting of yard by electricity	...	20,000
Add 5 per cent for contingencies	...	288 726 14 436
Total	...	303,162

272. This amount, Rs. 303,162, is what I require for immediate expenditure It is irrespective of any scheme for a central station, and is required to give the necessary additional accommodation for the proper working of the goods traffic. This is wholly independent of any change in the passenger station, and the passenger traffic is not in any way affected thereby, but if a new station is not given at present certain additions to the present terminus are necessary, *e.g.* the uncovered portion of the passenger platform should be provided with at least a temporary roof.

273. *Mr. Hodson.*—Do you mean to say that you will be able to get on for, say, a couple of years with this, though the passenger station is kept at Maradana?

274. *Mr. Pearce*—Yes, and I should prefer to have this rather than a make-shift station

275. *Mr. MacBride.*—Do you consider this amount indispensable to meet present requirements?

276 *Mr. Pearce*—It is absolutely necessary. We cannot work the traffic properly without it.

277 *The Chairman.*—Assuming the Government limited the expenditure to three lacs of rupees, do you consider the alterations you propose in Colombo goods yard should have the preference over everything else?

278 *Mr Pearce*—Yes.

279. *The Chairman.*—If these three lacs of rupees are allowed, will you get the relief to the cart traffic congestion which you consider necessary?

280. *Mr. Pearce.*—No, it would not wholly remove the difficulty, but it would relieve it to a certain extent because I have provided in this amount for extension of the railway yard boundary

281. *Mr. Hodson.*—If the Government do not permit the railway boundary to be extended as shown in plan H 84 M, or the canal bridge to be widened, but give you all the other items, which make up your estimate of three lacs of rupees, will you then be able to get along for, say, two years?

282. *Mr. Pearce*—I shall, though of course not so conveniently as if I have the extra room estimated at Rs. 28,659.

283. *Mr Hodson.*—How long do you imagine that your proposals at Beira would take to execute?

284. *Mr. Pearce*—At least two years.

285 *The Chairman.*—How long would it take to execute the proposed works estimated to cost three lacs?

286 *Mr. Pearce.*—I could manage to get the work done within six months.

287 *Mr. Hodson.*—Do I understand you to say that you could afford to wait for two years before the Beira scheme is sanctioned, or that this work would only enable you to go on until the Beira scheme is finished if taken in hand now?

288. *Mr. Pearce*—If the three lacs are sanctioned, I expect I should be able to go on for say four years.

289 *Mr. Hodson*—Will you tell us what your goods traffic has increased since 1894.

290. *Mr Pearce.*—The tonnage in 1894 being 314,461 and in 1895 411,915, the total increase amounted to 97,454 tons.

291. *Mr Mitchell*—Is not a great deal of that increase due to increase in stone traffic for the new Breakwater?

292. *Mr. Pearce.*—Yes, about sixty-seven thousand tons; excluding the stone traffic, the tonnage in 1894 was 275,212 and in 1895 305,365, giving an increase of 30,153 tons in ordinary traffic.

293. *Mr. Hodson.*—That is practically an increase of 10 per cent. on the 1894 traffic. Would you say that you could get along for four years altogether if you are given the extension now asked for, *i.e.*, assuming you think this increase would continue at the same rate, would you have to modify your previous answer?

294. *Mr Pearce*—I should, but I do not anticipate that the 10 per cent. increase will continue for the next four years.

295. *Mr. Hodson*—On referring to the Administration Report for 1894, I find that there has been a steady increase since 1886 What reason have you for supposing that the increase will not be maintained?

296 *Mr. Pearce.*—Because I do not think we can expect planting to develop for the next four years as it has during the last few years

297 *Mr. MacBride.*—Has the traffic during 1896, so far as you know, increased, compared with that of 1895?

298. *Mr. Pearce.*—Yes, there has been a considerable increase, and I might add that I have estimated the same increase for 1896 over 1895 as for 1895 over 1894.

299. *The Chairman*—Will you now let us know what you estimate the cost of your revised or amended plans for a new station at Beira?

[ ]

300. *Mr. Pearce.*—I hand in my statement of probable cost of carrying out my scheme including double line from Maradána Junction

301. Details of estimate referred to:—

		Rs	Rs
Passenger station and building including head office accommodation on upper story ...	.	208,742	
Platforms, 27,500 square feet, at Re 1 63 ...		45,010	
Roof, 550 ft by 120 ft., at Rs. 200 per 100 square ft	...	158,400	
Furnishing and lighting ...	..	30,000	
Two foot-bridges at Rs 15,000 ..	...	30,000	
Total for Station		—	472 152
Metalling road diversions, 13 200 square yards, at Re 1	...	13,200	
Filling up Lotus pond, 54,234 cubic yards, at Re 1	..	54.234	
Permanent way complete, 5,936 lineal yards, at Rs 15	...	89,040	
Twenty-nine sets of points and crossings, including diamond crossings	..	11,160	
Signals, including inter-locking	...	30,000	
Land and compensation .		120,000*	
Native urinals and water closets	...	3,000	
			320,634
Total for station and station yard ..		—	792 786
Add 5 per cent for contingences ...	...	—	39,639
Total	...	—	832 425
Doubling Line from Maradana to Beira			
Filling in lake, 17,050 cubic yards, at Re 1 ...	.	17,050	
Permanent way complete, 796 square yards ...	...	11,940	
		28.990	
Add 5 per cent for contingencies ...	...	1,449	30,439
Total cost of whole scheme for new station at Beira	...	—	862,864

302. After inspection of the plans of the works set forth in the foregoing estimate, the examination of Mr. Pearce was resumed

303. *Mr. Hodson.*—Will you kindly tell us what acommodation is given in your new station yard at Beira in the way of platforms and effective length of sidings?

304. *Mr. Pearce.*—The total length of sidings at the station is 5,932 lineal yards The effective length of sidings from 6 ft. clear to 6 ft clear is 3,696 lineal yards. The platforms provided in the central station cover an area of 27,500 square feet. There are three platforms of 550 ft. in length, one of which is 20 ft. wide and the other two 15 ft in width.

305. *Mr. Hodson.*—I notice that your platforms are only 15 ft wide, whereas Mr. Waring in his estimate has provided two of 20 ft. and one of 25 ft. Do you think that 15 ft. platforms will suffice for your traffic?

306. *Mr. Pearce*—I think they will, because they are not intended to hold a number of people waiting for a train, as the passengers will either join the train at once by going across the overbridges, or will simply change immediately from one train to another. Similar platforms at the present terminus are only 13 ft. wide.

307. *Mr. Hodson.*—I notice that your platforms are 550 ft. in length, whereas Mr. Waring has provided platforms 700 ft. long. Do you consider that 550 ft. is sufficiently long?

308. *Mr. Pearce.*—Yes; I consider 550 ft. quite sufficient

309. *Mr. Hodson.*—What is the length of your trains?

310. *Mr. Pearce.*—Our longest train is 500 ft., say twenty-four vehicles of 21 ft. each.

311. *The Chairman.*—You have increased your requirements so much of late that do you consider 500 ft. sufficient for future requirements?

312. *Mr. Pearce*—Quite.

313. *Mr. Mac Bride.*—What is the length of the present platform of Colombo terminus?

314. *Mr. Pearce.*—330 ft.

315. *Mr. Hodson.*—Do you not sometimes run trains in this neighbourhood of twenty-eight or more vehicles?

316. *Mr. Pearce.*—Not passenger vehicles.

This concluded Mr. Pearce's examination.

Mr. Waring was then recalled.

317. *Mr. Mitchell.*—In the course of your examination, Mr Waring, I think you said with regard to the sidings in Colombo yard, that you deferred to the opinions expressed by the General Manager and Traffic Superintendent. Would you now be disposed to defer to the opinion expressed by those officers as to the necessity for the extension of accommodation for goods at the main station?

318. *Mr. Waring.*—I would very largely defer to the opinion of the officers who have to deal with the traffic; but in my examination I pointed out what appeared to me to be an error as the traffic in 1894 was not bigger than in 1881, that is to say, the tonnage of goods was not greater, and therefore it did not appear to me to be a reasonable thing to ask for increase of goods accommodation upon a basis which was not a correct basis, but now, in view of the explanations since given by the traffic officers, that the extra accommodation is asked for, not so much because the traffic has increased as because the nature of the traffic has altered, my position is somewhat changed, and I would therefore defer to the opinion of those officers, as their opinion must necessarily be more reliable than mine.

* Increased from Rs. 70,000 to Rs. 120,000 in accordance with a decision of the Commission (See paragraph 120)

[ ]

319. The Secretary read letters from the Government Agent, Western Province, to the effect that a reliable appraisement of the block of land which the Commission desired to know the cost of acquiring was in course of preparation, and would be ready in a few days; but in the meantime the Mudaliyár of Colombo had reported as a result of a cursory view of the premises, that he would value the premises known as the Sailors' Home at Rs. 30,000 to Rs 35,000, say Rs 32,000, and the rest of the block containing twenty houses with their appurtenances at Rs. 96,000; total Rs. 128,000. He (the Mudaliyar) is however not prepared to vouch for the correctness of this appraisement

The Secretary added that the area of the block referred to is 1 acre and 23½ perches.

320. Decided to put down the sum of Rs. 120,000, plus 5 per cent. for contengencies in Mr. Pearce's estimate, and to increase Mr. Waring's estimate for land from Rs. 20,000 to Rs. 50,000, plus contingencies

321. The Secretary reported with regard to paragraph 26, that on measurement of one of Messrs. George Stewart & Co.'s pada boats laden with tea when passing under the Parson's road bridge, the clearance between the top of the hood and the lowest beams of the bridge was found to be 36½ inches.

Examination of Mr. A. G. Perman, Traffic Superintendent.

322. [During the temporary absence of Mr. Saunders the chair was taken by Mr. MacBride]

323. *The Chairman.*—Have you examined Mr. Waring's plan of the proposed station ?

324. *Mr. Perman.*—Yes.

325. *The Chairman.*—Will you please state generally your opinion of it ?

326. *Mr Perman*—My opinion with regard to the plan before me (No. 781 A) is that there would be great objection to having a station so much on the curve as this is, and that many of the curves shown here are not suitable for the class of engine we use for our train service.

One other objection is that no provision is made in the station itself for attaching and detaching carriages for the purpose of increasing or reducing the weight of trains.

It is an oversight no doubt, but no horse box or carriage siding is provided I also find that the approaches to certain sidings are not such as I should recommend for adoption, inasmuch as all the trains shunting from the east foul the south yard, and *vice versâ*, and that in itself would be a very important objection

There is no way of getting into the sorting sidings except by the roads which would foul the opposite yard, unless by going a very long way out from the station, and to go so far out is not desirable.

326. *Mr. Hodson*—Do you think that the arrangement of the passenger lines in the passenger portion of the station would be more convenient than the arrangements you have shown in your own plan ?

327. *Mr. Perman.*—Naturally the platform which is next to the station buildings will be the platform for the Main line trains, and I think there should be only one line between that and the next platform, so that the transfer could be made direct from one train to another without the intervention of the crossing bridges.

328 *Mr Hodson.*—This arrangement, which you have shown upon your own plan, could probably be worked into Mr. Waring's plan. Could it not ?

329. *Mr. Perman.*—I have not the least doubt but that it could be done

330 *Mr. Hodson.*—The peculiar feature of Mr. Waring's plan is the provision of two gridirons, one at each end, of what may be called the passenger portion of the station Do you consider that this would be found a convenient system ?

331. *Mr. Perman.*—It would be very inconvenient because, as I have stated already, any train leaving the station towards the south for the south sidings must necessarily foul the east end sidings to get to its place, and *vice versâ*.

332. *Mr Hodson.*—These sidings are on a particularly sharp curve. The bulk of the two gridirons is on a 10-chain curve. Do you consider that this curvature would be found inconvenient in working ?

3 3 *Mr. Perman.*—All shunting sidings on curves are difficult to work because of the short distance at which the shunters can see the driver, and to the short distance a driver can see either ahead or behind him, and at night this is a distinct disadvantage.

334. *Mr. Hodson*—Are you prepared to say there would be danger to the staff in working these sidings with the traffic you anticipate having ?

335. *Mr. Perman.*—There is a greater element of danger in working sidings on curves, though we have worked 10-chain curves at Maradána with only one fatality, as far so I know. though two or three men have been injured.

336 *Mr Hodson*—Would you like to have the responsibility of working that yard ?

337 *Mr. Perman*—I should be very sorry to have to take the responsibility of working a yard with approaches like this

338. *Mr. Hodson.*—That yard is said to contain about 4,000 lineal yards of effective length of sidings, and your yard is said to have 3,700 effective yards of siding Which do you consider the most convenient yard?

339. *Mr. Perman*—I think the yard as set out by me for the proposed new station will be sufficient for the working for a number of years, and I believe it has many less points and crossings in it, and therefore it would be more easily worked I mean more particularly from the point of view of the number of shunters and pointsmen required I should also say that the plan I have drawn is capable of extension to an unlimited degree so long as we can fill in the lake for this purpose

340. *Mr. Hodson*—Have you had any experience in the matter of inter-locking ?

341. *Mr. Perman.*—Yes.

342. *Mr. Hodson.*—Will you kindly give us particulars of any experience you have had in inter-locking arrangements ?

343. *Mr. Perman*—During the last six years of my service on the Great Western Railway I was in charge of a depôt—Southall—the great coal depôt of that Railway which had three interlocking boxes and an auxiliary grand frame. These boxes were inter-locked with each other as regards the signals. I was able to work all the boxes personally.

[ ]

Previous to that I remember almost the introduction of the inter-locking on the Great Western Railway, and I have been able to work every box that has been under my supervision.

344. *Mr. Hodson.*—Do you think that the yard, according to Mr. Waring's plan, could be inter-locked ?

345. *Mr. Perman.*—Yes, I think it could be inter-locked.

346. *Mr. Hodson*—How many boxes would it require ?

347. *Mr. Perman.*—Four boxes at least.

[Here Mr. Saunders resumed the duties of Chairman.]

348. *Mr Hodson.*—How many boxes do you think would be necessary for the plan prepared by yourself ?

349. *Mr. Perman*—Two boxes.

350. *Mr. Hodson.*—What would be the monthly cost of the establishment required for each box ?

351. *Mr. Perman.*—Assuming we have native pointsmen at say Rs. 60 per month, as I understand is paid in Madras, three per day would be required, and the cost per box would be Rs. 180 per month.

352. *Mr. Hodson*—Therefore two boxes would be Rs. 360 per month; that is to say, Rs. 4,320 per annum, which capitalized at twenty years purchase is equivalent to Rs. 86,000.

This concluded Mr. Perman's examination.

Meeting adjourned at 6 45 P.M. until Wednesday at 3 P.M.

Fifth Meeting, held in Council Chamber at 3 P.M. on Wednesday, June 17, 1896.

All Members Present.

353. *Mr. MacBride* handed in a memorandum showing the actual cost per square foot of superficial area and per cubic foot of total solid contents of certain well known buildings in Colombo, for the sake of comparison with the estimate of the Railway offices for the station building.

(This is given as appendix B)

354. He also stated that the actual cost of the filling of various low places in the Fort with sand from the Galle Buck was 54 cents per cubic yard. This includes provision and wear and tear of rolling stock, hire of engine, cost of haulage, &c, as well as of getting, loading, and unloading. The amount of work done was 260,000 cubic yards approximately.

355. *Mr. Hodson* handed in a memorndum recording certain remarks on the plans for the Beira scheme, and making certain suggestions from a technical point of view, and recommended that these should be borne in view when final working plans are being prepared.

(This is given as appendix C.)

356. In reply to a question by the Chairman, Mr Hodson remarked that he considered that there would be great difficulty in bringing the goods traffic of a system of narrow gauge lines into the existing goods yard at the present terminus, even after the coaching arrangements be removed.

To do so would necessitate a considerable amount of narrow gauge sidings with one or more goods platforms, and perhaps a transhipping platform To obtain the necessary space at the present Maradána yard would probably involve the removal of the workshops, which otherwise might be left in their present position for many years to come, though doubtless the removal of these and of the locomotive arrangements to another site (probably between Maradána Junction and the Kelani bridge) will eventually prove desirable to provide further space for the goods yard, even if the broad gauge be adhered to It would not do to lay mixed gauge sidings in the goods yard or to use the same platform face for two gauges. And to extend the goods yard in the direction of Captain's Garden would be inconvenient, as the Main line would then cut it in half

357. *Mr. Hodson* added that if narrow gauge lines are likely to be brought into Colombo from the east of Maradána, it would perhaps suffice at first to stop them at Maradána Junction and to lay out a small goods and locomotive yard for them in that neighbourhood. In that case it would be desirable to select and reserve a plot of land at once for the purpose. There would probably not be any large amount of transhipment of goods at first between narrow and broad gauges, but a small transhipping platform should be provided at the proposed narrow gauge yard, and if the traffic increased largely the necessity for removing the workshops could be faced hereafter

358. As regards coaching arrangements, Mr Hodson considered that there would be little difficulty in laying a mixed gauge round the lake side line, through the central station, and that the Beira scheme would admit of extension on the lake side for the laying of the sidings necessary for the working of a narrow gauge coaching traffic. It would however cost a considerable sum, and in fact the extra cost of providing for the narrow gauge coaching, goods and locomotive arrangements over and above what would be necessary for broad gauge ones, should be carefully considered before deciding to bring narrow gauge lines into Colombo, or even to adopt them at all

359. The report was next considered, and a draft having been passed the Secretary was desired to obtain, if possible, a printed proof in time for final consideration before Mr. Hodson's departure for India on the following day.

Meeting adjourned at 7 P M until the next day at 2 15 P M.

[ ]

Sixth and Final Meeting, held in Council Chamber at 2.15 P.M. on Thursday, June 18, 1896.

All Members present.

360. *Resolved* that the Minutes as recorded be confirmed.

361. The printed proof of the report was revised and finally passed.

362. *Resolved* that the memorandums handed in by Mr. MacBride and Mr. Hodson, together with correspondence with the Hon. the Government Agent of the Western Province, be printed as appendices to the report.

Meeting closed at 4.45 P.M.

T. A. WYLIE,
Secretary.

APPENDIX B.

Schedule of Rates for the Construction of certain Buildings erected by the Public Works Department in Colombo.

		Rs.	c.	
Museum ...	Cost per superficial foot ...	8	23	Ground floor and one storey
	Cost per cubic foot ...	0	22¼	
Custom House ...	Cost per superficial foot ...	11	42	Ground floor and two storeys
	Cost per cubic foot ...	0	24⅓	
Surveyor General's Office	Cost per superficial foot ...	7	38	Ground floor and one storey
	Cost per cubic foot ...	0	22	
New Post Office ...	Cost per superficial foot ...	6	19	Part two storeys, part one storey, and ground floor
	Cost per cubic foot ...	0	24⅓	

Filling from Galle Buck.

Cost Rs. 2 per cube = 54 cents per cubic yard

Colombo, June 17, 1896.

R. K. MACBRIDE.

[ ]

APPENDIX C.

Notes on Plan No. H 85 of Beira Station.

1. The platforms are only 15 ft. wide: it is desirable to make them at least 20 ft. wide, or even more if practicable.

2. The distance from the pillars of the staircases to the edge of the platforms is apparently only about 4½ ft.: it ought to be at least 6 ft.

3 The tracks are only about 12 ft. apart centre to centre. I would strongly recommend that this be increased to 14 ft at least, or more if practicable. This is the minimum spacing that has ever been allowed on Indian State Railways (broad gauge), and has now increased to 15 ft. 6 in., and indeed 16 ft. is usually adopted if possible.

4. No turn-outs should, so far as practicable, be sharper than 12 chains (792 ft.) radius. This is the minimum allowed on Indian State Railways, and anything sharper necessitates the use of a special class of engines.

5. The platforms should be capable of extension to 700 ft. long, without requiring the yard to be altered. But it would probably not be necessary to build them more than 550 ft. long at first, nor to cover more than 500 ft. long.

6 The plan shows a large number of facing points: these should be eliminated so far as possible. Facing points are doubtless unavoidable where, as in this arrangement, an up or a down line divides into two or more lines for trains going in the same direction, but they should not be permitted for any other cause. Cross-overs between lines of opposite direction should invariably be laid trailing, even if this seems to involve some inconvenience in shunting.

7. Sufficient room should be allowed to admit of treadle bars or facing point locks being put in if found necessary; and for trap switches to prevent engines or vehicles on side lines fouling the main line against signals.

8. I think a third line for the use of light engines going to and fro between the shed and the central station would be a great convenience, but it cannot be said to be absolutely necessary, provided that (as recommended in paragraph 10 (*i*) of the Commission's report) the only connection between the locomotive yard and the traffic lines be within the limits of Maradána Junction station, and that it be interlocked with the signals under the control of the Station Master, and be trapped to prevent the possibility of an engine fouling the main line in disregard of those signals

9. One or two lie-byes should be provided to enable engines to stand out of the way, after detaching from an arrival train, till it is convenient to let them go off to shed or *vice versâ*. Such should invariably be trapped and interlocked with signals, and engines coming in light from the shed should invariably be received in these and not allowed to stand in the main yard.

10. The dead ends shown on the promontory near the lime-kilns are objectionable, being too much curved. They should be made as straight as possible, and the gathering lines both here and at the Maradána gridiron should be made as nearly straight as it is possible to do.

11. The two entrances to the Wharf and Harbour lines should not be brought direct into the main lines used for passenger trains, but into a spare line parallel thereto, and connected with the through lines of the station yard by a cross-over suitably protected by interlocked signals and trapped. Provision should, however, be made for a more direct connection being hereafter arranged, with a completely interlocked junction, in the event of the Wharf lines being some day used for suburban passenger traffic.

12. I think two spare lines should be provided, instead of the one shown between the two island platforms. This would enable goods or stone trains to pass through the yard on their proper lines, and without stopping or interfering with trains standing at the platforms. It would also facilitate engine shunting.

13. Economy could be attained by only roofing the platforms, and providing cantilevers to cover say 8 or 9 ft. over the nearest track on each side of the platform, leaving the central lines uncovered.

14. Economy could also be attained by providing a large shed, open at the sides, at one end of the building, for the accommodation of third class passengers, instead of providing an enclosed hall in the body of the building as shown in the plan. The latter is rather small if it is to take the passenger traffic that now goes to the Pettah station, but the former could be made double the area at much less cost, and would, moreover, be capable of further extensions if required In this case a separate arrangement might have to be made for the convenience of third class season ticket holders

15. It would be well to submit the plan, when decided upon, to an interlocking expert, as he will probably find difficulties which it would be well to avoid, and regarding which he would probably be able to make valuable suggestions. The two best men I know in India for this purpose are Mr. A. Morse, Executive Engineer, North-Western Railway, at Lahore, and Mr. ~~Storey~~ Stoney of the Madras Railway. But, of course, the Consulting Engineers in England would be able to get plenty of professional opinion from Saxby and Farmer or other competent experts in England, but this might cause delay.

Colombo, June 17, 1896.

C. W. HODSON, M I C E.

61—96

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APPENDIX D.

I

The SECRETARY, Central Railway Station Commission, to the GOVERNMENT AGENT, Western Province

No 1. Colombo, June 9, 1896

SIR,—I AM directed by the Commissioners appointed by His Excellency the Governor for the purpose of inquiring into and reporting upon the question of a site for a new central passenger railway station, to ask you to be so good as to give the cost of acquiring the block of land (upon part of which the Sailors' Home now stands) bounded by Norris road, Maliban street, Front street, and Kaffre lane

I am, &c,
T A WYLIE,
Secretary

II

The SECRETARY, Central Railway Station Commission, to the GOVERNMENT AGENT, Western Province

No 4 Colombo, June 15, 1896

SIR,—I HAVE the honour to invite your attention to my letter of the 9th instant, and to inquire whether you can furnish me with the desired information in time for the next Meeting of the Commission, which is fixed for 12 noon to-morrow, Tuesday

I am, &c,
T A WYLIE,
Secretary.

III.

The GOVERNMENT AGENT, Western Province, to the SECRETARY, Central Railway Station Commission

The Kachchéri,
No. 1,155 Colombo, June 15, 1896

SIR,—WITH reference to your letter of this day's date, I have the honour to state that the information asked for cannot possibly be supplied by to-morrow, but will be sent as soon as practicable.

I am, &c,
A. R DAWSON,
Government Agent

IV

The GOVERNMENT AGENT, Western Province, to the SECRETARY, Central Railway Station Commission

Government Agent's Office,
No. 1,168 Colombo, June 16, 1896

SIR—WITH reference to my letter No 1,155 of yesterday's date, and to my conversation with you this morning, I have the honour to inform you that the Mudaliyar of Colombo states that he had a cursory view of the premises on the 11th instant, and that he would value—

	Rs
The premises known as the Sailor's Home at Rs 30,000 to Rs. 35,000, say	32,000
And the rest of the block containing twenty houses with their appurtenances at	96,000
Total ...	128,000

2 He is, however, not prepared to vouch for the correctness of the above appraisement. A reliable appraisement will be sent to you in due course.

I am, &c.,
A. R DAWSON,
Government Agent.

NOTE —The result of the actual appraisement of the block of land above referred to had not been furnished up to the time this report was forwarded to the Government Printer —T A. WYLIE, Secretary

[ ]

NEW CENTRAL PASSENGER RAILWAY STATION FOR COLOMBO.

THE Commission, having taken evidence, consider that—

1. The goods station as at present arranged at the terminus is too cramped for economical and efficient working, and that more shed and shunting accommodation and improved access for cart traffic are necessary, and should be provided without delay.

2. Relief can best be given by removing the coaching arrangements from the present terminus to another site, and by extending the present goods sheds, and laying marshalling sidings, and improving the road approaches, and enlarging the space allotted to cart traffic.

3. The difficulty of bringing the Galle traffic into the present Main Line station also points to the desirability of removing the present passenger station to another site.

4. As a temporary measure, relief can be given by extending the goods sheds, and removing the present engine shed, &c, and laying marshalling sidings, so far as practicable, without immediately removing the coaching arrangements, and by improving the road approaches. This measure will, however, not materially relieve the congestion of cart traffic near the sheds, nor will the full benefit of the improved shunting arrangements be felt so long as the coaching business has to be done in the same yard.

5. If the goods traffic continues to increase at the same rate at which it has been increasing of late years (say 10 per cent. per annum), this temporary measure of relief will only suffice for three or four years at most. It will also prove insufficient earlier if the traffic anticipated from the further railway extensions now under consideration (*e.g*, the Jaffna and Kelani Valley projects), has to be dealt with in the same yard.

6. It is therefore important that the coaching arrangements should be removed from their present position to another site within three or four years at most, and as the execution of this work will probably take at least two years, the scheme should be worked out in full detail, and be sanctioned, and work commenced within one year from the present date, and as much earlier as possible.

7. Two principal sites were recommended for a new central passenger station, and preliminary plans for the same were laid before the Commission, viz. :—

(*a*) By Mr. Waring at the site of the present Fort station.
(*b*) By Mr. Pearce at Beira, as suggested in Major Wilson's report.

The Commission consider the former site is, on account of the curvature of the line, not suitable for such a station ; but that the latter is (the most) suitable for making a new central passenger station at a moderate cost.

8. It has been suggested that another site might be obtained by filling up the Lotus Pond, and diverting the present lake-side line through the native town. Such a site might offer certain advantages for laying out convenient sidings, and arranging for easy access to the harbour face, but these advantages would be largely counterbalanced by the inconvenience inseparable from the taking of the Main Line traffic through a number of crowded thoroughfares on the level. The cost also would probably exceed that of the Beira project by about Rs. 800,000. The Commission, therefore, do not recommend this scheme.

9. Another scheme has been suggested, viz., to locate the proposed central station near the offices of the *Times of Ceylon*, and to design it as a terminus for the trains in both directions (*i.e*, Galle and Kandy respectively). This station would however be very cramped, unless not only the Lotus Pond, but also a large area of the lake be filled up. If this be done, the cost of this scheme would probably not be less than that referred to in paragraph 8 ; and it would be inferior thereto in compelling all through trains (whether Main Line or suburban, and probably even goods trains also) to come into the terminus and go out again in the reverse direction. The Commission, therefore, do not recommend its further consideration.

10. The Commission consider that whatever scheme be adopted, the following conditions should be kept in view :—

(*a*) The new station should provide for all coaching arrangements now carried on at the present terminus, with the exception of the sheltery of valuable or surplus stock.
(*b*) It should provide for the whole passenger traffic of the present Fort and Terminus stations, and for that of the Pettah also if it implies the closing of the latter, and for all probable increases of the same for the next ten years or so.
(*c*) It should be capable of still further extension, should traffic increase beyond the above-stated expectation, and for the accommodation of the traffic of various new railway projects likely to be brought into Colombo (*e.g.*, the Jaffna and Kelani Valley projects), whether broad or narrow gauge.

(*d*) It should provide for a good and convenient suburban service, and also for the running of through trains between the Galle and Kandy lines, should this eventually prove desirable.

(*e*) It should provide convenient access to the Custom House and Harbour Works lines, which ought to be suitable also for the goods traffic which would arise if extensive warehouses and wharves be established along the harbour face, as is probable at some future date.

(*f*) The arrangements referred to in (*e*) should, if possible, be capable of adaptation for the accommodation of a suburban passenger service along the harbour face, should necessity for this eventually arise.

(*g*) All arrangements that may be decided upon as probable in order to comply with conditions (*e*) and (*f*) should be discussed with the Harbour authorities and laid down on the Municipal and Harbour Works plans, and that no new vested interests should be allowed to arise which might interfere with the eventual execution of such arrangements.

(*h*) The station buildings at the central station should provide for the accommodation of the offices of the General Manager and of the Traffic Superintendent, and also for that of the Accountant, if funds permit.

(*i*) The connection between the new station and the present Maradána Junction should be a double line free from all points or crossings whatsoever, except such as are within the limits of stations and under the direct control of the station masters concerned.

(*j*) The possibility of a third line for locomotive purposes, and even a fourth for Harbour traffic having to be eventually laid, should be provided for.

(*k*) Between Parson's road and Maradána Junction inclusive, all points over which passenger traffic may pass, and the entrance to the goods and locomotive yard, and of the Wharf line, should be interlocked with the signals on an approved modern system; and traps should be provided to prevent the possibility of engines or vehicles coming out of the side yards on to the main lines against signals.

(*l*) The question of road approaches to the station should be carefully considered and the number of level crossings kept down as much as possible. When these are unavoidable they should be capable of being interlocked with the signals; and the expediency of providing overbridges for at least foot passengers should be considered.

11. The General Manager produced preliminary plans and estimates for the works recommended in his scheme, the cost of which is as follows:—

New Central Station at Beira

			Rs
Passenger station building, 292 ft. by 53 ft., including upper story for offices	...	...	208,742
Platforms ... (1) 550 ft by 20 ft. (2) 550 ft by 15 ft } 27,500 square feet		...	45,010
Roofing ... 550 ft by 120 ft, 66,000 do.		...	158 400
Furnishing and lighting (say) ...	...	...	30,000
Two overbridges for platforms (say)	...	...	30,000
			472,152
Road deviation, 13,200 square yards at Re. 1		...	13,200
Filling in Lotus Pond, 54,234 cubic yards, at Re 1		...	54,234
Permanent way complete, 5,936 lineal yards, at Rs 15		...	89,040
Points and crossings, 29 sets (say)	...	...	11,160
Native latrine, (say) ..	...	...	3,000
Signals and interlocking (say) ..	...	...	30,000
Land and compensation (say) ...	...	...	120,000
			792,786
Double line from Maradána to Beira —			
Filling in lake, 17,050 cubic yards, at Re 1	...	...	17,050
Permanent way, 796 lineal yards, at Rs 15	...	...	11,940
			28,990
Total		... —	821,776
Add contingencies, at 5 per cent.	...	... —	41,089
Total for the Beira Scheme		.. —	862,865
Add, if a third line be provided —			
Filling 34,100 cubic yards, at Re. 1	...	...	34,100
Permanent way, 800 lineal yards, at Rs. 15	..	...	12,000
			46,100
Contingencies, at 5 per cent	...	...	2,305
			48,405
Grand Total ..		... —	911,270

12. Besides the above, the General Manager produced estimates for the following works, urgently required at the present Maradána terminus, to give the relief required immediately (see paragraph 4 above), and stated that these are altogether independent of the proposed removal of the coaching arrangements, and that if these be sanctioned, he will be able to get along for about four years, unless the traffic continues to increase at the rate at which it has been increasing recently.

The cost is as follows:—

			Rs	
Removal of old engine and turn-table and relaying of marshalling sidings in the space so obtained	...	...	117,653	
Enlargement of certain workshops	...	...	36,600	
Extra staff for supervision (say)	...	...	5,000	
			159,253	
Add contingencies, at 5 per cent.	...	...	7,963	167,216
Providing present open passenger platform with temporary covering ..	...	.. ...	25,000	
Extending goods sheds and altering boundary	...	...	35,371	
Widening canal bridge and improving approach road		...	28,659	
Interlocking (say)	...	...	20,000	
Lighting goods yard with electricity (say)	...	..	20,000	
			129,030	
Add contingencies, at 5 per cent	...	...	6,452	135,482
Total	....	—		302,698

13. The Commission consider the above estimates adequate and reasonable for the works specified, but they would remark that the cost of the filling in connection with the passenger station will depend largely upon the nature of the material, and the place from which it is obtained, and they are of opinion that a notable economy is possible if the railway be allowed to obtain the material by removing sand at the Galle Buck. It is desirable that this should be carefully considered, as upon it depends the relative cost of land compensation and lake filling.

14. They also consider that if the Beira scheme be adopted, the present Fort and Pettah stations should be closed; but there would be no objection to a separate station for the Pettah being hereafter re-established, either at the same or a neighbouring site, if it be found desirable so to do; meanwhile the present station should not be taken down.

15. They also consider that the plans produced fulfil fairly conditions (*a*), (*b*), (*d*), (*h*), (*i*), (*j*), and (*l*) of paragraph 10, and that they are susceptible of being made to comply with conditions (*c*), (*e*) to (*g*), and (*k*). The plans and estimates have, however, been prepared very hurriedly, and should now be carefully revised; and the Commissioners are of opinion that when so revised the complete working estimate of the Beira project should not exceed Rs. 900,000 to Rs. 950,000.

16. The Commission, therefore, recommend that—

(*a*) The work referred to in paragraphs 4 and 12 should be sanctioned forthwith.

(*b*) The Government should face the necessity for spending at least Rs. 900,000 or Rs 1,000,000 on a new central station within the next three years.

(*c*) The General Manager should be desired to carefully revise the Beira scheme so as to fulfil the conditions laid down in paragraph 10, and to submit complete working plans and estimates for the same within three months.

(*d*) The Beira scheme so revised should be sanctioned and commenced within twelve months of this date, unless in the meantime a complete project for a better scheme has been approved in its stead.

Colombo, June 18, 1896

Colonial Secretary's Office,

Colombo 8th July 1896.

Sir,

I am directed to request you to be good enough with the permission of His Excellency the Viceroy in Council, to convey to Mr.C.W.Hodson,Consulting Engineer for Railways Madras,the thanks of the Government of Ceylon for his services in connection with the selection of a site for the central Passenger Railway station at Colombo.

I am Sir,

Your obedient servant,

(Signed)

for Colonial Secretary.

The Secretary to the Government of India,

Calcutta.

B.B.Bose.

SERIAL
No. 20

Extract from the
Madras Mail
of 15th June 1896.

A NEW CENTRAL RAILWAY STATION FOR COLOMBO.—Owing to the need of a new passenger terminus, and increased accommodation for goods traffic and for workshops, the necessity for which has recently been exemplified by a block of traffic at Maradana, a Commission has been appointed by the Governor to enquire into the subject It consists of the Hon'ble Mr.F R. Saunders, the Hon'ble Mr W. W. Mitchell, Mr R K. MacBride, and Mr. C. W Hodson. Their first meeting was held on Saturday last, their second one to-day (10th), and other meetings will take place during the ensuing week, when the Commission will take further evidence. Among other sites and proposals which the Commission are investigating the Engineers' Department of the Railway have supplied plans for a new passenger station on the basis of Major Wilson's recommendations and the sketch contained in his Report submitted to the Ceylon Government in November last. Major Wilson, it will be remembered, strongly recommended a central passenger station off Norris Road, between the Fort and Pettah stations, the site to include the jut of land opposite the Soldiers and Sailors' Home. This project would require further reclamation from the Lake at this spot, and also along the line from the present Terminus, to admit of additional lines being laid down; but Major Wilson estimated the cost at Rs.1,000,000, which was Rs. 500,000 cheaper than any of the other proposals, which included such undertakings as the utilisation of Captain's Garden on the one hand and the cutting down of the Maradana hill on the other. It will interest our readers to learn that, for the purpose of serving on the above commission, the Ceylon Government asked the Government of India to send down an expert. The gentleman selected was Mr. C. W Hudson, Consulting Engineer to the Madras Government, and he arrived at Colombo on Thursday last *via* Tuticorin Since his arrival he has been busy reading up the literature on the subject, and making himself acquainted with the various recommendations made. The consequence is that he has come to the conclusion—quickly but definitely—that the most eligible site by a long way, is Major Wilson's selection, and there can be little doubt—although the commission has not yet come to a decision—that their recommendation to Government will be a passenger station on the spot indicated. This will involve the abolition of the Fort and Pettah stations, but the spot is conveniently situated, as there are easy approaches from all directions. Mr. Hodson hopes that whatever is done at this site will be adequately conceived and carried out; and that the project of a large central passenger station in a busy seaport like Colombo will not be spoilt by undue attention to economy. The witnesses to be examined by the Commission will include Mr. F J Waring, we believe Its Report, we heard, had been called for by the 15th July, but although there will be nothing to delay it longer than that, we understand that no time limit or other request for urgency has been made by Government to the Commission. The Commission sat this afternoon in the Legislative Council Chamber. Mr Saunders was in the chair, and the others present were Messrs. Mitchell, MacBride and Hodson. Messrs. Waring, W. T. Pearce, A G. Perman and W. Cantrell were also present.—T.

SERIAL
No. 27

Extract from the
Madras Mail
of 16th June 1896

MR. HODSON, THE CONSULTING ENGINEER to the Madras Government, is expected to be away from Madras for a fortnight on a visit to Ceylon, but the period says a Colombo contemporary will probably be three weeks. "After he has finished his work with the local Commission—say in a week's time—Mr Hodson will visit Nawara Eliya He has also been requested by Mr Saunders, who is also Chairman of the Northern Railway Extension Commission, to give that body his advice on certain matters before it; but his appointment has in no way had to do with that question or the larger one of railway connection with Southern India."