Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 378-79

DATED 13th September 95

[Despatch Abstract.]

Capital and Revenue accounts, S. I. Railway—

Ordered that Copies of the—, for the half-year ended the 30th June 1895, with note thereon by the Consulting Engineer for Railways, be forwarded to the Govt of India and the Secy of State.

~~Ditto — Pdg Division bodying the — for the half year ended 30th June 1895 with note thereon by the Consulting Engr for Railways.~~

Forwarding Prov. Sumbodying the Capital & Revenue accounts S. I. Railway for the half-year ended the 30th June 1895 with note thereon by the Consulting Engineer for Railways.

Indexed.

[P. W. 26. 1,000—11-8-99.]

TRAIN STAFF REGULATIONS.

MAIN LINE.—COLOMBO, KANDY, HAPUTALE, AND BANDARAWELA.

UP.

STATIONS.		WEEK DAYS.														SUNDAYS.		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	3
From	To	Goods. *R. R.*	Mail, Pass., & Goods.	Goods. N'pittiya 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 Supt., Colombo.	—	Staff	Staff
Kelaniya ...	Mahara ...	Ticket	—	—	Ticket	—	Ticket	—	Staff	Ticket	Staff	Staff	Staff	Staff		—	Staff	Staff
Mahara ...	Henaratgoda	Ticket	—	—	Ticket	—	Staff	—	Staff	Staff	Staff	Staff*	Staff	Tkt. s		—	Staff	Staff
Henaratgoda	Veyangoda ...	Ticket	—	—	Ticket	—	Ticket	—	Staff	Staff	Staff	Staff*	Staff	Tkt. s		—	Staff	Ticket
Veyangoda ...	Mirigama ...	Ticket	—	—	Staff	—	Ticket‡	—	Staff	Staff	Staff	Staff*	Staff	Stff *†		—	Staff	Staff *
Mirigama ...	Ambepussa ...	Staff	—	—	Ticket	—	Staff	—	Staff	Staff	Ticket	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	Staff	Ticket	Staff	Ticket	Staff	—	Staff	Staff
Polgahawela	Rambukkana	Staff	—	—	Staff	—	Ticket	—	Staff	Staff	Ticket	Staff	Staff	Staff	Staff	—	Staff	Staff
Rambukkana	Alagalla ...	Staff	—	—	Staff	—	Ticket	—	Staff*	Staff	Ticket	Staff	Ticket	Staff	Staff	—	Staff	Staff
Alagalla ...	Kadugannawa	Staff	—	—	Staff	—	Ticket	—	Staff	Staff	Ticket	Staff	Staff	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 & Reg. 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. 8 Up Main Line.	No. 3 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	—	—	—	—	—	—	—	—	—
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 5
" ... *d.*	—	6 16	—	—	7 41	8 4	—	—	—	9 15	—	—	11 15
Mahara ... *a.*	—	6 35	6 50	—	7 58	8 23	—	—	—	9 26	—	10 30	11 20
Mahara Quarry *a.*	—	—	6 55	—	—	—	—	—	—	9 41	—	10 35	11 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 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.	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	—	—	—	—
—	—	—	1 25	—	—	2 40	—	3 11	—	—	5 13	5 30	6 36	7 7	9 17	—
11 4	12 5	—	—	1 30	—	—	—	—	4 18	—	—	—	—	—	—	—
11 6	12 6	—	1 27	—	—	2 42	—	3 14	4 21	—	5 15	5 32	6 38	7 9	9 19	—
11 10	12 19	—	1 31	1 35	—	2 46	—	3 16	4 31	—	5 19	5 35	6 40	7 11	9 21	—
—	12 23	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 33	—	—	5 30	—	—	—	—	—	9 40
—	—	—	—	—	2 3	—	2 39	—	—	5 39	—	—	—	—	—	—
—	—	—	—	2 3	2 4	—	2 46	—	—	5 45	—	—	—	—	—	10 0
—	—	—	—	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. 6 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	—	—	10 38	—	—	—	11 35	—
Kelaniya ... *a.*	—	—	—	7 35	9 23	—	—	—	11 0	—	—	11 40	12 50
" ... *d.*	—	—	—	8 5	9 25	—	—	11 0	11 19	—	—	—	—
Maradana J.... *a.*	—	—	—	8 15	9 34	—	—	—	11 20	—	—	—	—
" ... *d.*	6 0	6 20	7 35	8 16	9 37	9 37	—	—	11 29	—	—	—	1 15
Pettah ... *a.*	6 4	6 25	7 39	8 20	—	9 41	9 54	—	11 34	11 38	11 50	12 6	1 18
" ... *d.*	6 10	6 27	7 42	8 25	—	9 44	10 5	—	—	11 42	—	12 10	—
RacquetCourtJ. *d.*	6 13	—	—	8 28	—	—	10 8	—	—	11 46	—	12 15	—
Fort ... *a.*	—	6 30	7 44	—	—	9 46	—	—	—	—	—	12 18	—
" ... *d.*	—	—	—	—	—	—	—	—	—	11 48	—	—	—
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 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.
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	—	—	—	—	—	—	—	—
—	—	—	—	—	—	3 13	—	3 35	—	—	—	5 30	6 12	—	—	—
—	—	—	—	2 30	—	3 33	—	—	—	—	—	—	6 31	—	—	—
—	—	1 48	—	—	—	3 34	—	—	—	—	—	5 49	6 33	—	—	—
—	—	—	—	—	—	3 43	—	4 0	—	—	—	5 50	6 42	—	—	—
1 20	1 45	1 56	2 15	2 52	—	3 47	4 0	4 4	6 4 15	4 30	5 12	—	—	6 15	7 0	—
1 24	—	—	2 19	2 56	3 20	—	4 4	4 10	—	4 34	5 16	—	—	6 19	7 4	—
1 35	—	—	2 22	—	3 24	—	4 7	4 21	—	4 37	5 23	—	—	6 23	7 10	—
1 38	—	—	—	—	3 27	—	—	4 24	—	—	—	—	—	—	—	—
—	—	—	2 24	—	—	—	4 9	—	—	4 39	5 25	—	—	6 25	7 12	—
—	—	—	—	—	3 29	—	—	—	4 30	—	—	—	—	—	—	—
—	2 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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 ...	s	—	—	—	—	—	—	—	—	—	—	
Racquet Ct. J. to Pettah	—	—	†	s	—	—	s	—	—	—	—	
Pettah to Maradana J.	s	—	s	s	—	—	s	†	s	—	—	
Maradana J. to Kelaniya	—	T	T	—	T	s	—	—	—	s	T	
Kelaniya to Mahara ...	—	T	s	—	T	s	—	—	—	—	—	
Mahara J. to Mahara Q.	—	—	s	—	—	—	—	—	—	—	—	

* 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.*	No. 2 Down Rubble.
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	—	—	—	—	—	—	T	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. 13 Saturday Train.	No. 13 Coast Line.	No. 14 Coast Line.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
s	s	—	—	—	—	—	—	—	—	—	—	—	s	—	—	—	
—	—	†	—	T	—	—	—	—	—	—	—	s	—	T	s	—	
s	s	T	s	—	*	—	T	—	s	—	—	—	s	—	—	—	
—	—	—	—	§	s	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	T	T‡	s T	—	s	—	—	s	—	—	—	—	—	
—	—	—	—	—	T	s	—	s	—	—	s	T 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	—	—	—	—	—	—	s T	—	—	—
—	—	T	s	—	—	—	—	—	s	—	—	—	—	s	—	—	—
—	—	s	—	s	—	—	—	T	T s	T	—	s	—	—	T s	—	—
—	—	—	—	—	T‡	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	T	T	—	—	—	T	s	s	T	—	s	s	—
—	—	—	—	s	—	—	—	T	—	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	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.
M. C.		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.
—	×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	10u 5 16	—	S **619**	13u 7 4
	,, ... *d.*	—	6 27	7 42	9 44	**1146**	2 22	•	**3 27**	**4 7**	•	4 37	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	S •	—	—	—
	,, ... *d.*	—	6 54	8 0	10 5	12 4	2 43		**3 45**	4 23		**5 0**	**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.*	—	7 13	4u 8 16	1021	—	•		**4 1**	10u 4 38		•	12u 6 0	—	**657**	7 45
	,, ... *d.*	—	2u 7 14	8 18	—	12 21	T 3 1		*4 3*	**4 40**		**5 18**	6 2	—	**658**	7 46
11 22	Angulana ... *d.*	—	—	8 25	—	12 28	3 8		*4 10*	**4 47**		S **5 25**	6 9	—	•	7 53
12 5	Lunawa ... *d.*	—	—	8 29	—	12 32	3 12		*4 14*	**4 51**		**5 29**	6 13	—	•	7 57
13 7	×Moratuwa ... *a.*	—	7 26	8 32	—	7u 12 35	3 15		*4 17*	**4 55**		12u **5 32**	13u 6 16	—	**7 8**	8 0
	,, ... *d.*	—	7 36	8 36	—	12 40	3 19		10u *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**	—	—	—	•	—	—	—	—	—	—	—	—	—
	,, ... *d.*	—	**920**	9 39	—	1 45	**427**	—	—	—	—	6 43	—	—	—	—
33 10	Maggona ... *d.*	—	•	9 44	—	1 50	**432**	—	—	—	—	6 48	—	—	—	—
35 7	×Beruwala ... *a.*	—	**930**	—	—	—	•	—	—	—	—	—	—	—	—	—
	,, ... *d.*	—	**935**	9 51	—	1 57	**439**	—	—	—	—	6 55	—	—	8 26	—
38 28	×Alutgama ... *a.*	—	**945**	10 0	—	2 6	**448**	—	—	—	—	14u 7 5	—	—	8 30	—
	,, ... *d.*	—	—	10 4	—	2 13	4 52	—	—	—	—	—	—	—	—	—
45 29	×Kosgoda ... *a.*	—	—	1020	—	10u 2 29	5 8	—	—	—	—	—	—	—	—	—
	,, ... *d.*	—	—	1021	—	**234**	5 9	—	—	—	—	—	—	—	—	—
49 63	×Balapitiya ... *a.*	—	—	7u 1031	—	**244**	5 19	—	—	—	—	—	—	—	9 2	—
	,, ... *d.*	—	—	1036	—	**245**	5 20	—	—	—	—	—	—	—	9 5	—
52 62	×Ambalangoda ... *a.*	—	—	1044	—	**253**	5 28	—	—	—	—	—	—	—	—	—
	,, ... *d.*	6 0	—	1052	—	**257**	5 33	—	—	—	—	—	—	—	—	—
60 14	×Hikkaduwa ... *a.*	6 16	—	11 8	—	**313**	5 49	—	—	—	—	—	—	—	—	—
	,, ... *d.*	6 17	—	11 9	—	**314**	5 50	—	—	—	—	—	—	—	—	—
64 13	×Dodanduwa ... *a.*	6 27	—	1119	—	**324**	11u 6 0	—	—	—	—	—	—	—	—	—
	,, ... *d.*	6 28	—	1120	—	3 25	6 5	—	—	—	—	—	—	—	—	—
68 28	×Gintota ... *a.*	6 39	—	1131	—	3 36	6 16	—	—	—	—	—	—	—	—	—
	,, ... *d.*	6 40	—	1135	—	3 37	6 17	—	—	—	—	—	—	—	9 50	—
71 68	×Galle ... *a.*	6 50	—	1145	—	3 47	6 27	—	—	—	—	—	—	—	—	—

(51)

T Ticket on Saturdays. s Staff on Saturdays.

NOTE.—A cross opposite the name of a Station denotes that it is a Crossing Station.

No. 3 Down will take on at Alutgama the wagons for stations from Balapitiya to Galle. The times shown in the Public Time Table 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.

No. 5 Down to take the goods for Kosgoda.

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 32	—	—	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**	—	8d 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	2d 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	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	9d 4 39	—	13d **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*	14d 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.*	—	•	—	—	•	—	—	—	—	—	—	—	•	—	—	—
× Fort ... *a.*	—	•	7 45	—	•	9 47	—	—	—	—	5 11	—	*5 20*	—	T 9 15	—
" ... *d.*	*5 42*	7 6	3d 7 49	—	8 52	4d **9 50**	11 2	1 25	*2 40*	3 11	5 13	—	*5 27*	7 4	9 17	—
× Pettah ... *a.*	*5 44*	7 8	7 51	—	—	**9 52**	11 4	1 27	*2 42*	3 14	5 15	—	*5 30*	7 7	9 19	—
" ... *d.*	*5 46*	7 10	7 54	—	8 56	**9 56**	11 6	**1 31**	*2 46*	3 16	12d **5 19**	—	*5 32*	7 9	9 21	—
× Maradana J. *a.*	*5 50*	7 14	7 58	—	9 0	**10 0**	11 10	**1 35**	*2 50*	3 20	8 **5 23**	—	*5 4*	15d **7 11**	9 25	—
" ... *d.*	—	7 16	—	—	—	—	—	1 37	—	—	—	—	—	**7 15**	—	—
Colombo ... *a.*	—	7 19	—	—	—	—	—	1 40	—	—	—	—	—	—	—	—

The black figures and dots denote that the Train takes Ticket.

T Ticket on Saturdays.

s 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	—	4 13
,,	... *d.*	—	**7 23**	11 9	—	4 18
Ambalangoda	... *a.*	—	**7 39**	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**	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	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	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.*	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	*Katukurunda* ... *a.* 9 58 — 2 42 — 7 43 —
Kalutara North	... *d.*	**5 6**	9 11	1 5	—	6 15	,, ... *d.* 9 59 — 2 43 — 7 44 —
Wadduwa	... *a.*	**5 17**	9 22	1 17	—	6 26	*Paiyagala North* ... *a.* 10 5 — 2 49 — 7 50 —
,,	... *d.*	5 18	9 27	1 18	—	6 27	,, ... *d.* 10 6 — 2 50 — 7 51 —
Panadure	... *a.*	5 27	9 36	1 28	—	6 36	Paiyagala South ... *a.* 10 9 — 2 53 — 7 54 —
,,	... *d.*	5 32	9 41	1 32	—	6 40	,, ... *d.* 10 10 — 2 54 — 7 55 —
Moratuwa	... *a.*	5 42	9 51	1 42	—	6 50	Maggona ... *a.* 10 14 — 2 58 — 7 59 —
,,	... *d.*	5 46	9 54	1 46	3 45	6 54	,, ... *d.* 10 15 — 2 59 — 8 0 —
Lunawa	... *d.*	5 50	9 59	1 50	3 49	6 58	Beruwala ... *a.* 10 21 — 3 5 — 8 6 —
Angulana	... *d.*	5 54	10 3	1 54	3 52	7 2	,, ... *d.* 10 22 — 3 6 — 8 7 —
Mount Lavinia	... *a.*	6 0	10 9	2 0	3 58	7 8	Alutgama ... *a.* 10 31 — 3 15 — 8 16 —
,,	... *d.*	6 2	10 10	2 2	4 0	7 9	,, ... *d.* 10 39 — 3 20 — 8 20 —
Dehiwala	... *d.*	6 8	10 16	2 8	4 5	7 15	Kosgoda ... *a.* 10 55 — 3 36 — 8 36 —
Wellawatta	... *d.*	6 14	10 22	2 14	4 11	**7 21**	,, ... *d.* 10 56 — 3 37 — 8 37 —
Bambalapitiya	... *a.*	6 18	—	2 18	4 16	•	Balapitiya ... *a.* 11 7 — 3 47 — 8 47 —
,,	... *d.*	6 19	10 27	2 19	4 17	**7 26**	,, ... *d.* 11 8 — 3 48 — 8 48 —
Kollupitiya	... *d.*	6 24	10 32	2 24	4 22	**7 31**	Ambalangoda ... *a.* 11 17 — 3 56 — 8 56 —
Slave Island	... *d.*	6 29	10 37	2 29	4 27	**7 36**	,, ... *d.* **11 25** — 4 1 — 9 0 —
Wharf	... *d.*	—	—	—	—	•	Hikkaduwa ... *a.* **11 41** — 4 17 — 9 16 —
Fort	... *a.*	—	10 40	2 32	4 30	**7 39**	,, ... *d.* 11 42 — **4 19** — 9 17 —
,,	... *d.*	6 34	10 42	2 34	4 32	**7 41**	Dodanduwa ... *a.* 11 52 — **4 29** — 9 27 —
Pettah	... *a.*	6 36	10 44	2 36	4 34	**7 43**	,, ... *d.* 11 53 — **4 30** — 9 28 —
,,	... *d.*	6 39	10 46	**2 39**	4 36	**7 46**	Gintota ... *a.* 12 4 — **4 41** — 9 39 —
Maradana Jun.	... *a.*	6 43	10 50	**2 43**	4 40	**7 50**	,, ... *d.* 12 5 — **4 42** — 9 40 —
,,	... *d.*	6 45	—	2 47	—	—	Galle ... *d.* 12 15 — **4 52** — 9 50 —
Colombo	... *a.*	6 48	—	2 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. From	To	Mondays only.	1. Mixd.	2 Mixd.	3 Mixd.	4 Mixd.	5 Mixd.	6 Pass.	7 Mixd.	8 Mixd.	9 Mixd.	10 Mixd.	11 Mixd.	12 Mixd.	13 Mixd.	14 Mixd.	15 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.

(56)

TRAIN STAFF REGULATIONS.

COAST LINE.—MARADANA JUNCTION AND GALLE.

WEEK DAYS.

110—95

DOWN. STATIONS. From	To	1 Mixed.	2 Mixed.	3 Mixed.	4 Pass.	5 Mixed.	6 Mixed.	7 Mixed.	8 Mixed.	9 Mixed.	10 Mixed.	11 Mixed.	12 Mixed.	13 Mixed.	14 Express Pass.	15 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	—	Ticket	Staff	—	Ticket	Staff	—	Ticket	Staff
Mount Lavinia	Moratuwa ...	—	Staff	Staff	—	Staff	Staff t	—	Staff	Ticket	—	Tkt. s	Staff	—	Ticket	Staff
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.

(57)

TRAIN STAFF REGULATIONS.

COAST LINE.—GALLE, WHARF, AND MARADANA JUNCTION.

SUNDAYS.

UP. STATIONS.		1	2	3	4	5
From	To	A.M. 5.0	A.M. 6.50	A.M. 10.35	P.M. 3.45	P.M. 3.10
Galle ...	Gintota ...	—	Ticket	Staff	—	Staff
Gintota ...	Dodanduwa ...	—	Ticket	Staff	—	Staff
Dodanduwa ...	Hikkaduwa ...	—	Ticket	Staff	—	Staff
Hikkaduwa ...	Ambalangoda ...	—	Ticket	Staff	—	Staff
Ambalangoda ...	Balapitiya ...	—	Staff	Staff	—	Staff
Balapitiya ...	Kosgoda ...	—	Staff	Staff	—	Staff
Kosgoda ...	Alutgama ...	—	Staff	Staff	—	Staff
Alutgama ...	Beruwala ...	—	Staff	Staff	—	Staff
Beruwala ...	Paiyagala South...	—	Staff	Staff	—	Staff
Paiyagala South ...	Kalutara South ...	—	Staff	Staff	—	Staff
Kalutara South ...	Kalutara North ...	Ticket	Staff	Staff	—	Staff
Kalutara North ...	Wadduwa ...	Ticket	Staff	Staff	—	Staff
Wadduwa ...	Panadure ...	Staff	Staff	Staff	—	Staff
Panadure ...	Moratuwa ...	Staff	Staff	Staff	—	Staff
Moratuwa ...	Mount Lavinia ...	Staff	Staff	Staff	Staff	Staff
Mount Lavinia ...	Wellawatta ...	Staff	Staff	Staff	Staff	Staff
Wellawatta ...	Bambalapitiya ...	Staff	Staff	Staff	Staff	Ticket
Bambalapitiya ...	Slave Island ...	Staff	Staff	Staff	Staff	Ticket
Slave Island ...	Fort ...	Staff	Staff	Staff	Staff	Ticket
Fort ...	Pettah ...	Staff	Staff	Staff	Staff	Ticket
Pettah ...	Maradana Junct...	Staff	Staff	Ticket	Staff	Ticket

DOWN. STATIONS.		1	2	3	4	5	6
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
Maradana J. ...	Pettah ...	Ticket	Staff	Ticket	Staff	Ticket	Staff
Pettah ...	Fort ...	Ticket	Staff	Staff	Staff	Ticket	Staff
Fort ...	Slave Island ...	Staff	Ticket	Staff	Staff	Ticket	Staff
Slave Island ...	Bambalapitiya ...	Staff	Ticket	Staff	Staff	Ticket	Staff
Bambalapitiya...	Wellawatta ...	Staff	Ticket	Staff	Staff	Ticket	Staff
Wellawatta ...	Mt. Lavinia ...	Staff	Ticket	Staff	Staff	Staff	Staff
Mt. Lavinia ...	Moratuwa ...	Staff	Ticket	Staff	Staff	Staff	Staff
Moratuwa ...	Panadure ...	Staff	Staff	Staff	—	Staff	—
Panadure ...	Wadduwa ...	Staff	Staff	Staff	—	Staff	—
Wadduwa ...	Kalutara N. ...	Ticket	Staff	Staff	—	Staff	—
Kalutara N. ...	Kalutara S. ...	Ticket	Staff	Staff	—	Staff	—
Kalutara S. ...	Paiyagala S. ...	Staff	—	Staff	—	Staff	—
Paiyagala S. ...	Beruwala ...	Staff	—	Staff	—	Staff	—
Beruwala ...	Alutgama ...	Staff	—	Staff	—	Staff	—
Alutgama ...	Kosgoda ...	Staff	—	Staff	—	Staff	—
Kosgoda ...	Balapitiya ...	Staff	—	Staff	—	Staff	—
Balapitiya ...	Ambalangoda ...	Staff	—	Staff	—	Staff	—
Ambalangoda ...	Hikkaduwa ...	Ticket	—	Staff	—	Staff	—
Hikkaduwa ...	Dodanduwa ...	Staff	—	Ticket	—	Staff	—
Dodanduwa ...	Gintota ...	Staff	—	Ticket	—	Staff	—
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
							P.M.			
					... a.	7 18	12 8	6 58	7 18	5 48
					... d.	7 20	12 9	7 3	7 19	5 49
6 35	× Talpe	...	...	...	... a.	7 37	12 26	7 21	7 36	6 6
	"	...	...	...	... d.	7 38	12 27	**7 30**	7 37	6 7
12 36	× Ahangama	...	...	...	... a.	7 53	12 42	**7 45**	7 52	6 22
	"	...	...	...	... d.	7 59	12 46	*7 59	7 56	6 26
17 70	× Weligama	...	...	...	... a.	8 15	1 2	8 6	8 12	6 42
	"	...	...	...	... d.	8 16	1 3	*8 11	8 13	6 43
23 16	× Kamburugamuwa	...	...	...	... 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**
							P.M.			
					... a.	7 51	12 1	7 5	9 26	**7 41**
8 58	× Weligama	...	...	...	... d.	**7 55**	12 5	7 10	9 30	7 45
	"	...	...	...	... a.	**8 10**	12 20	7 25	9 45	8 0
14 12	× Ahangama	...	...	...	... d.	8 11	12 27	7 30	9 47	8 2
	"	...	...	...	... a.	8 28	12 44	7 47	10 4	8 19
20 13	× Talpe	...	...	...	... d.	8 29	12 45	7 52	10 5	8 20
	"	...	...	...	... a.	8 47	1 3	8 10	10 23	8 38
26 48	× Galle	...	...	...						

* 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.

The black figures denote that the train takes Ticket.

A cross opposite 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		REMARKS.	SUNDAYS		REMARKS.
	Open at	Close at		Open at	Close at	
	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	After No. 14 Up has left	7 45	4 45	After "Line Clear" of No. 3 Up and No. 2 Down
Veyangoda ...	6 30	10 40	After "Line Clear" of No. 13 Up and "Stop Work" from Colombo ...	8 0	4 55	After "Line Clear" of No. 3 Up
Mirigama	6 30	7 30	do. ...	8 0	5 15	do.
			do. ...	8 0	5 25	do.
Ambepussa ...	6 30	7 45				
Alawwa	6 30	8 0				do.
	A.M.		After "Line Clear" of No. 14 Up ...	7 0	5 45	After "Stop Work" from Kadugannawa
Polgahawela ...	6 0	12 10	After "Stop Work" from Kadugannawa ...	7 0	6 45	do.
Rambukkana ...	6 15	1 15	After "Line Clear" of No. 14 Up ...	7 45	6 45	After "Stop Work" from Kadugannawa
Kadigamuwa ...	5 30	1 15	After "Stop Work" from Kadugannawa ..	7 45	6 45	After "Line Clear" of No. 3 Up
Alagalla	5 30	1 15	After "Line Clear" of No. 14 Up ...	7 45	6 45	do
Ballany	5 30	1 15	do. ...	7 0	7 15	After "Line Clear" of No. 4 Down
Kadugannawa ...	5 0	1 30	do. ...	7 0	9 50	do.
Peradeniya Junction ...	4 50	2 5	do. ...	10 30	9 40	
Gampola	5 30	2 30				do.
		P.M.	After "Line Clear" of No. 16 Down ...	10 30	9 10	
Ulapane	6 0	9 35	Always open...	5 0	9 50	After "Line Clear" of No. 4 KandyD own
Nawalapitiya ...	—	—	After "Line Clear" of No. 16 Down ...	5 30	8 0	After "Line Clear" of No. 4 Down
Galboda	4 0	8 45	do. ...	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	After "Line Clear" of No. 8 Up ...	7 45	5 40	do.
Talawakelle ...	5 30	6 30	do. ...	8 0	5 10	do.
Watagoda	5 15	7 10	—	5 30	6 45	After "Stop Work" from Bandarawela
Nanu-oya	4 45	7 40	After "Line Clear" of No. 6 Up ...	7 0	5 0	After "Line Clear" of No. 2 Up
Ambawela	7 45	5 0	do. ...	6 45	5 15	do.
Pattipola	7 30	5 15	do. ...	6 0	6 0	do.
Ohiya	7 0	6 15	After "Stop Work" from Bandarawela ...	5 20	6 45	After "Stop Work" from Bandarawela
Haputale	6 30	6 45	After "Line Clear" of No. 6 Up ...	5 15	6 45	After "Line Clear" of No. 2 Up
Diyatalawa ...	6 30	6 45		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
Wadduwa ...	—	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.				
	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
Potuhera	7 45	5 45	—	7 50	6 45	—
Kurunegala						

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
2	Alutgama ...	—	—	—	†1	—	9	All stations south of Kosgoda
*3	Galle ...	1	1	5	1	—	10	Nil
*3	Panadure ...	—	1	4	1	—	10	Nil
*4	Mount Lavinia ...	2	1	6	2	—	6	Kosgoda, Ambalangoda.
*5	Galle ...	1	1	5	1	—	14	and Galle
*5	Panadure ...	—	1	3	1	—	14	
*6	☞ Galle ...	2	2	7	1	—	4	Gintota and Galle
*6	Panadure ...	—	—	2	1	—	4	
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
11	Panadure ...	—	1	5	1	—	1	
*12	Kalutara South ...	1	1	5	1	—	5	Nil
*12	Panadure ...	1	2	4	1	—	5	
*14	Galle ...	2	2	7	1	—	7	Galle only
*14	Panadure ...	—	—	3	1	—	7	
*15	Moratuwa ...	1	1	8	2	—	2	Moratuwa
	Extra Coaches.							
	Saturdays.							
*5	Panadure ...	—	—	2	—	—	5	On Sunday
*6	Do. ...	—	—	2	—	—	4	On Monday
*	Galle ...	—	—	2	—	—	2	On Sunday
	Sundays.							
*1	Galle ...	1	1	5	1	1	5	
*1	Alutgama ...	1	2	5	1	—	5	
*2	Kalutara South ...	1	1	5	1	—	1	
*2	Panadure ...	1	2	4	1	—	1	
*3	Galle ...	2	2	5	1	—	7	do.
*3	Ambalangoda ...	—	—	5	1	—	7	do.
*4	Moratuwa ...	2	1	8	1	—	4	
*5	Galle ...	2	2	7	1	—	4	do.
*5	Panadure ...	—	—	2	1	—	4	do.
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	
1	Panadure ...	—	1	5	1	—	11	
*2	Moratuwa ...	1	1	8	2	—	15	Moratuwa
*4	Galle ...	2	2	7	1	—	6	
*4	Panadure ...	—	—	2	1	—	6	
*5	Kalutara South ...	1	1	5	1	—	12	Nil
*5	Panadure ...	1	2	4	1	—	12	Nil
*6	Mount Lavinia ...	2	1	6	2	—	4	All Up wagons to be worked by this train to Alutgama, where they must be detached to be taken forward by No. 9 Up.
*7	Galle ...	2	2	7	1	—	14	
*7	Panadure‡ ...	—	—	3	1	—	14	
8 & 11	Wharf ...	§1		2	1	—	7 & 10	Wharf
*10	Galle ...	1	1	5	1	—	3	
*10	Panadure ...	—	1	4	1	1	3	
9	Alutgama ...	—	—	—	†1	—	2	All stations
9	Moratuwa ...	§1		3	1	—	2	All stations
12	Panadure (Sat. only)	1	2	6	2	—	8	Panadure
*13	Moratuwa ...	2	2	7	1	—	8	Moratuwa
*14	Galle ...	1	1	5	1	—	9	Moratuwa
*14	Panadure ...	—	1	3	1	—	5	Galle only
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
*1	Panadure ...	1	2	4	1	—	2	To be formed of coaches of 12 Down of Saturday
*2	Galle ...	2	2	7	1	—	3	To be formed of coaches of 14 Down of Saturday
*2	Panadure ...	—	—	3	1	—	3	To be formed of coaches of 14 Down of Saturday
*3	Galle ...	2	2	7	1	—	5	To be formed of coaches of 6 Down of Saturday
*3	Panadure ...	—	—	2	1	—	5	To be formed of coaches of 6 Down of Saturday
*4	Moratuwa ...	1	1	8	1	—	3	
*5	Galle ...	1	1	5	1	1	1	
*5	Alutgama ...	1	2	5	1	—	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 Fort 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.

Colombo:
PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price cents.

1896.

CONTENTS.

	PAGE
COMMISSION	iii
REPORT OF THE COMMISSIONERS	1
APPENDIX A.—MINUTES OF EVIDENCE	4
APPENDIX B.—MEMORANDUM BY MR. MACBRIDE	20
APPENDIX C.—MEMORANDUM BY MR. HODSON	21
APPENDIX D.—CORRESPONDENCE WITH THE HON. THE GOVERNMENT AGENT, WESTERN PROVINCE ...	22

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 Maradána 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.	
Passenger station building, 292 ft. by 53 ft., including upper story for offices			208,742	
Platforms	1 of 550 ft. by 20 ft. + 2 of 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			30,000	
Two overbridges for platforms			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.

[ ]

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	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.

[ ]

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 Maradána, 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 Bandárawela.

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 Maradána 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.

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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 Maradána.

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 rainstorms. 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 Maradána 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 Maradána 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 Maradána 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 Maradána 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 520 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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