

TPOs of Ceylon / Sri Lanka

By Keith Morris

Origins of Ceylon's Railways

A railway for Ceylon was first considered in 1842 but it was not until 1865 that the first section of track was opened for traffic from Colombo to Ambepussa as part of the line to Kandy which was completed in 1867. From this date the expansion of a network of lines covering the country continued until the railway system covered over one thousand miles of track.

The Government Railways are state owned and run and were initially constructed to serve the needs of the planters to open up the country.

Post Offices on the Main Line

From 1 January 1867 the Colombo-Kandy mails were conveyed by train between Colombo and Ambepussa and the Royal Mail coach which used to travel between Colombo and Kandy was then used to convey mails and passengers between Ambepussa and Kandy.

From 1 August 1867 the mails were conveyed the whole journey between Colombo and Kandy by rail.

The railway stations on this line were at Kelani, Mahara, Henaratgoda, Veyangoda, Ambepussa, Polgahawela, Rambukkana, Kaduganawa and Peradeniya. Post Offices at Kaduganawa and Polgahawela had been established in 1851 and 1866 respectively and in 1868 were issued with numeral obliterations 38 and 68 to cancel adhesive stamps. Postal receiving offices were opened at the remaining railway stations on this line by 1869.

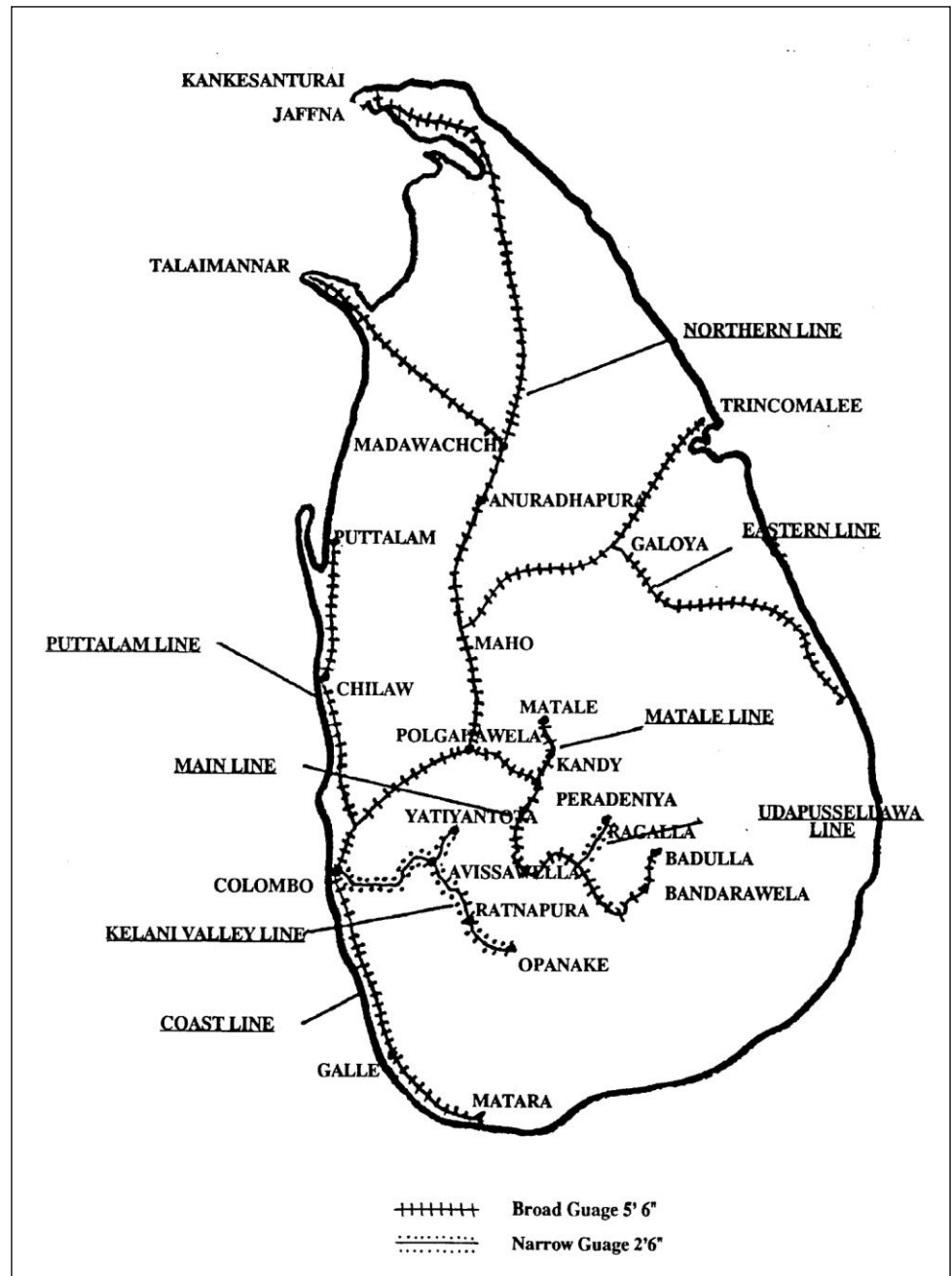
The earliest postal markings discovered from any of the receiving offices were on envelopes bearing Peradeniya date stamps for 1881. The adhesive stamps were cancelled by barred obliterations.

However, examples of manuscript markings from the railway post offices at Veyangoda and Ambepussa have been discovered. Of the three examples known from Veyangoda marking one is on an envelope with a shilling adhesive dated 31 October 1871 whilst the other two and the Ambepussa marking are on envelopes with 48 cents adhesives cancelled by barred obliterations.

The Veyangoda markings are written in red ink and the Ambepussa in black ink. (Other dates recorded; Veyangoda 8 July '72; Ambepussa 9.10.73).

Railway Line Cancellations

Cancellations were occasionally used in the late 1880's-early 1890's on mail carried on the railways. Two types are known:

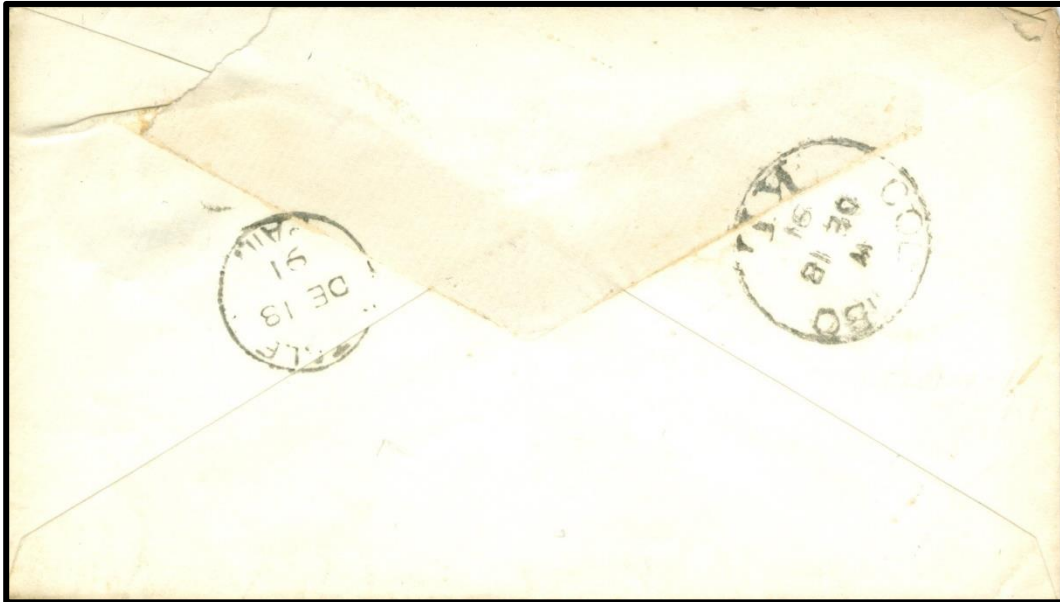




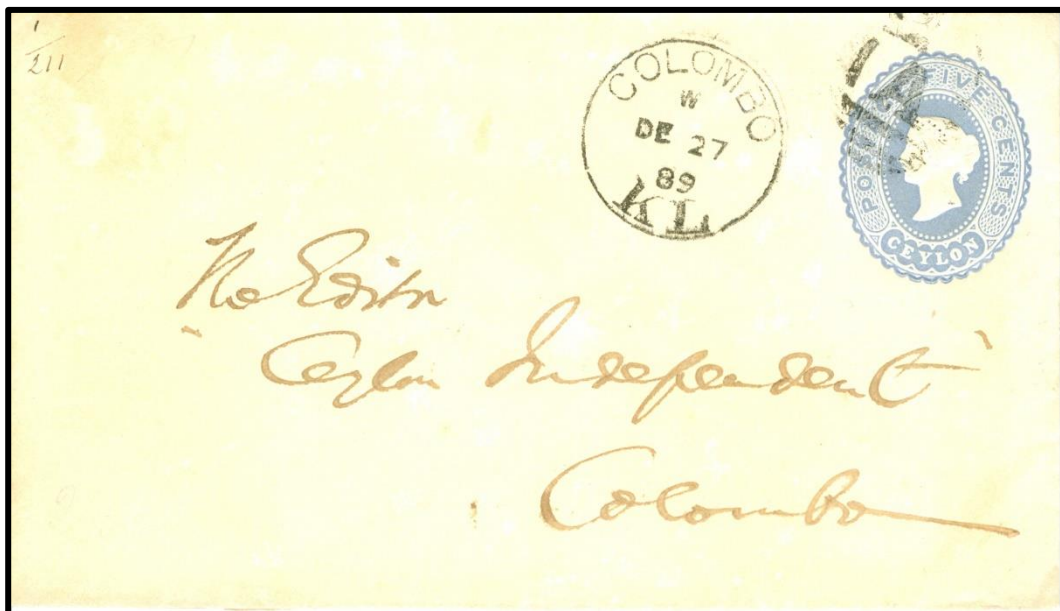
Single ring 'Colombo/KL' (26 mm diameter) used on the Kandy Line between Peradeniya and Colombo. Seen 1888-1892.



Single ring 'Colombo/SL' (26 mm diameter) used on the Seaside Line between Galle and Colombo. Cut outs seen 1891 (no cover has been recorded).



Cover to Colombo with backstamp of Colombo / KL dated December 1891



Cover with stamp cancelled by Colombo / KL dated December 1889

Travelling Post Offices

The introduction of Travelling Post Offices in Ceylon at the end of the 19th Century was intimately connected with the development of the Tea Industry in the Island.

When coffee, Ceylon's major crop, was disastrously destroyed by coffee rust blight in the 1870's, a tea industry was encouraged to replace it. This entailed training a large number of planters and estate managers to supervise the all-the-year-round labour force needed with the new crop. These planters were engaged in the United Kingdom, particularly from Scotland, for a period

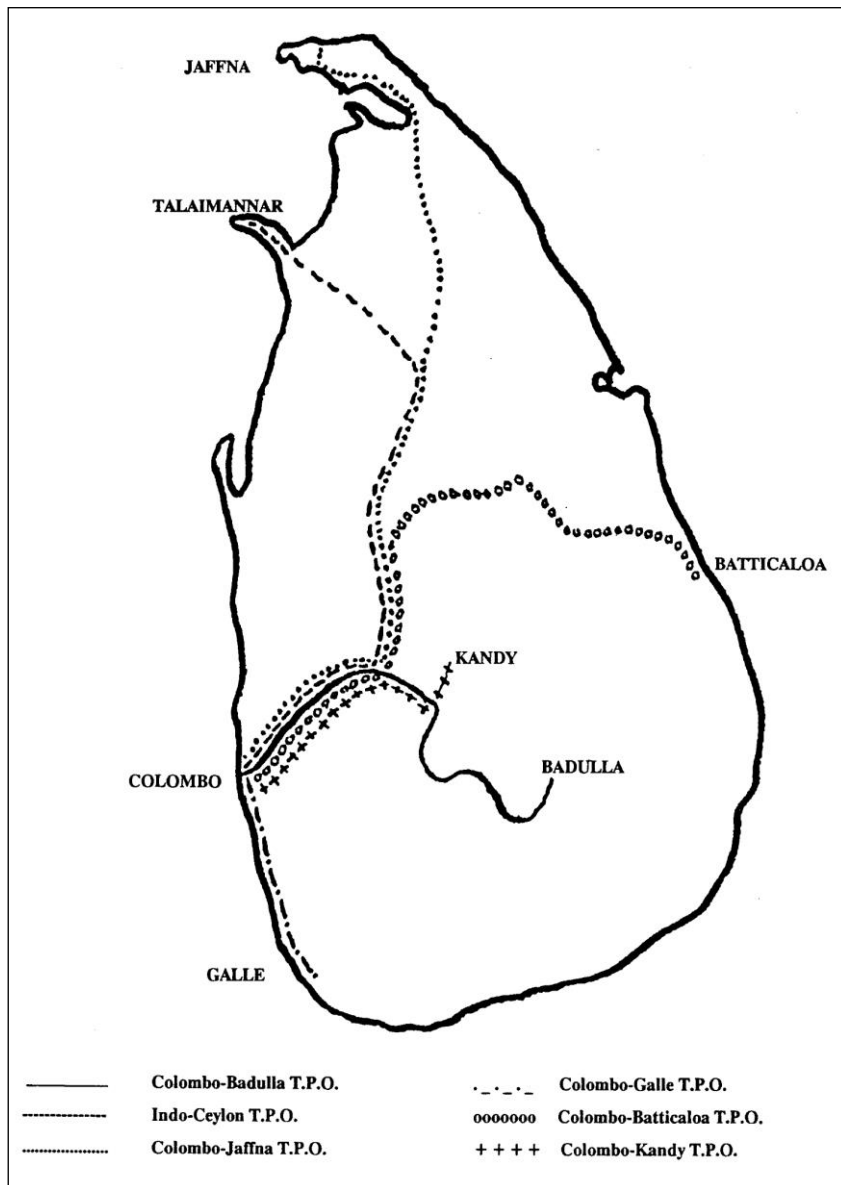
normally of 3 years at a salary of £100 a year, from which the fare to Ceylon sometimes had to be repaid.

It was to satisfy the needs of these up-country tea planters and their assistants to have the Colombo evening newspapers delivered as soon as possible that the travelling post offices were introduced in Ceylon probably on 1 March 1892.

Seven TPO routes have been reported.

Extract of Sri Lanka Railway's Train Timetable for January 2006

Train No	Name	Departure Station	Time	Arrival Station	Time	Frequency	Other Info
45	Night Mail	Colombo-Fort	19:40	Badulla	6:30	Daily	2nd & 3rd Class
46	Night Mail	Badulla	17:45	Colombo-Fort	4:40	Daily	2nd & 3rd Class
47	Night Mail	Colombo-Fort	22:00	Badulla	8:45	Daily	1st Class – Berths 2nd & 3rd Class Sleeperettes
48	Night Mail	Badulla	19:50	Colombo-Fort	5:50	Daily	2nd & 3rd Class Sleeperettes
50	Night Mail	Matara	18:30	Trincomalee	8:45	Daily	Dep. Via Colombo-Fort at 22:30 2nd & 3rd Class
51	Night Mail	Trincomalee	17:00	Matara	7:15	Daily	Dep. Via Colombo-Fort at 3:15 2nd & 3rd Class



COLOMBO - BADULLA TPO (178 Miles)

The first travelling Post Office was introduced between Colombo and Peradeniya Junction (70 miles) and operated in a 3rd class railway carriage adapted for the purpose which was used until 1909 when a special van was constructed by the Ceylon Government Railway for use as a TPO.

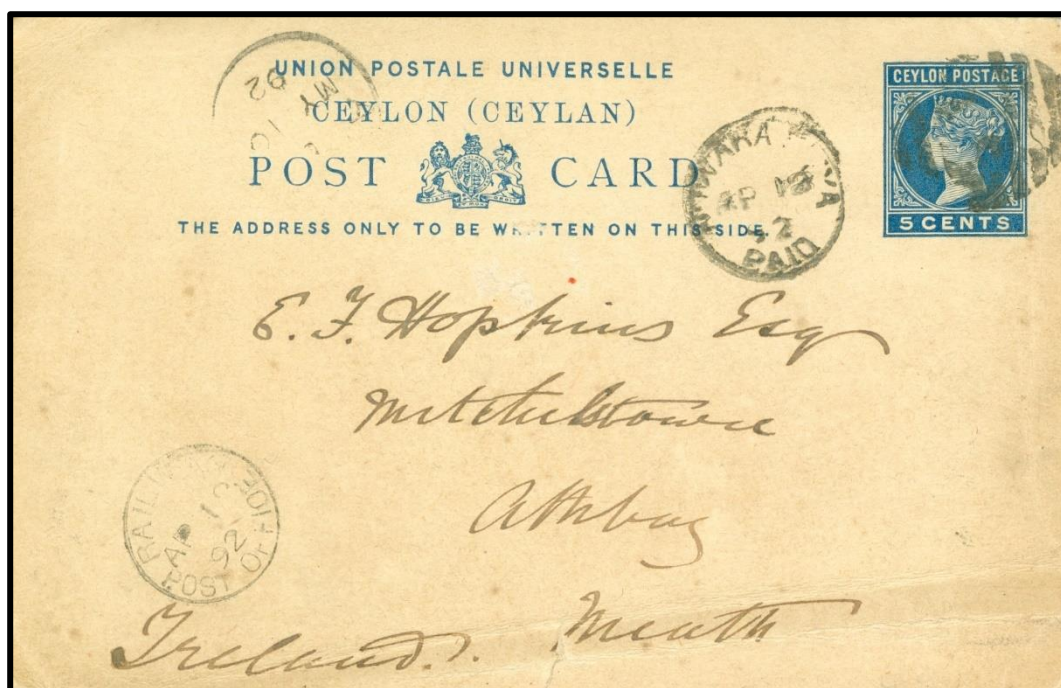
In 1923 the name was altered to "Kandy Travelling Post Office" and on 11 December 1929 became the "Bandarawela Travelling Post Office" when the TPO was extended to Bandarawela.

On 1 March 1965 the Bandarawela TPO was extended to Badulla and became the Badulla TPO.



Size: 20mm diameter single circle
From 12 April 1892 To August 1892

Wide RAILWAY and space between POST OFFICE



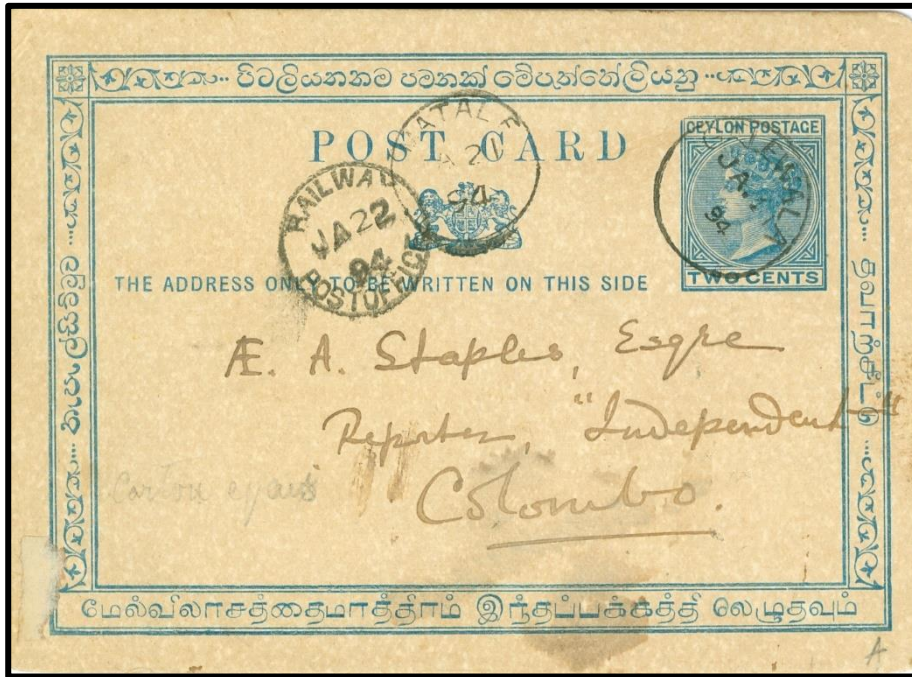
Stationery card from Nuwara Eliya to Ireland with transit mark dated April 1892



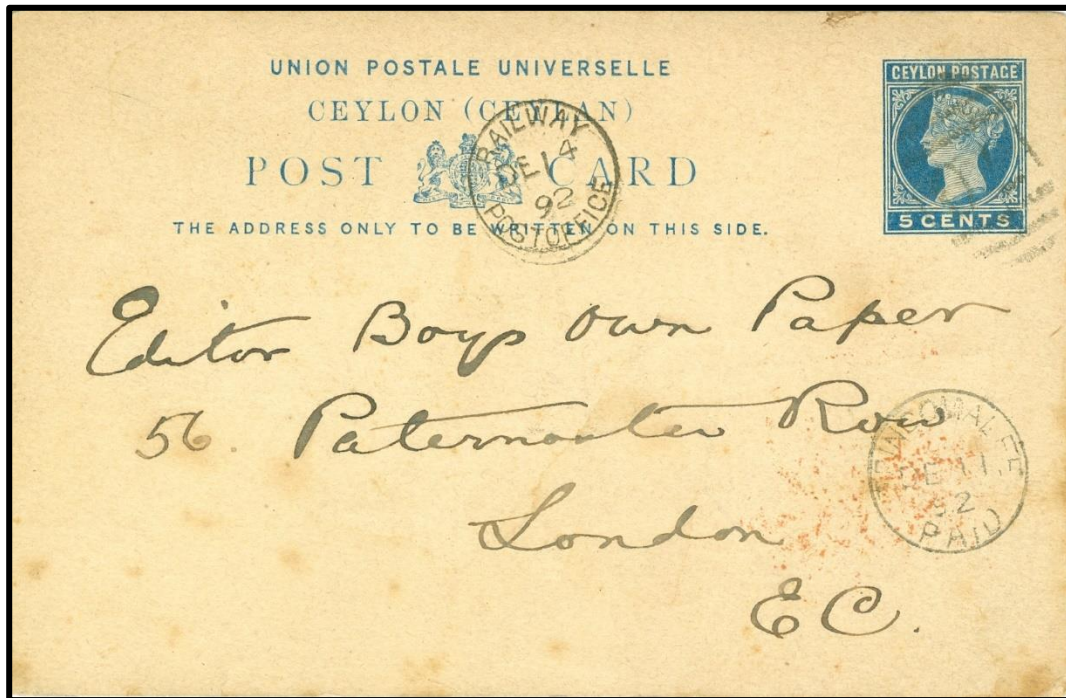


Size: 20mm diameter single circle
From 14 October 1892 To 9 August 1894

Narrow RAILWAY and POSTOFFICE one word



Stationery card to Colombo with transit mark dated January 1894

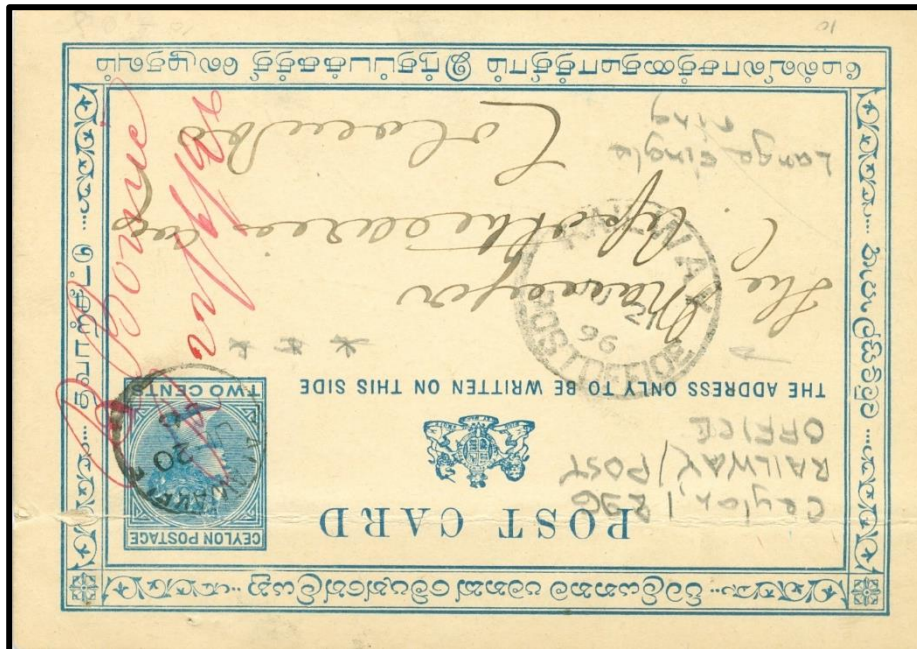


Stationery card to Colombo with transit mark dated December 1892



Size: 26mm diameter single circle
From December 1894 To January 1898

RAILWAY above, POST OFFICE below



Stationery card to Colombo with transit mark dated June 1896

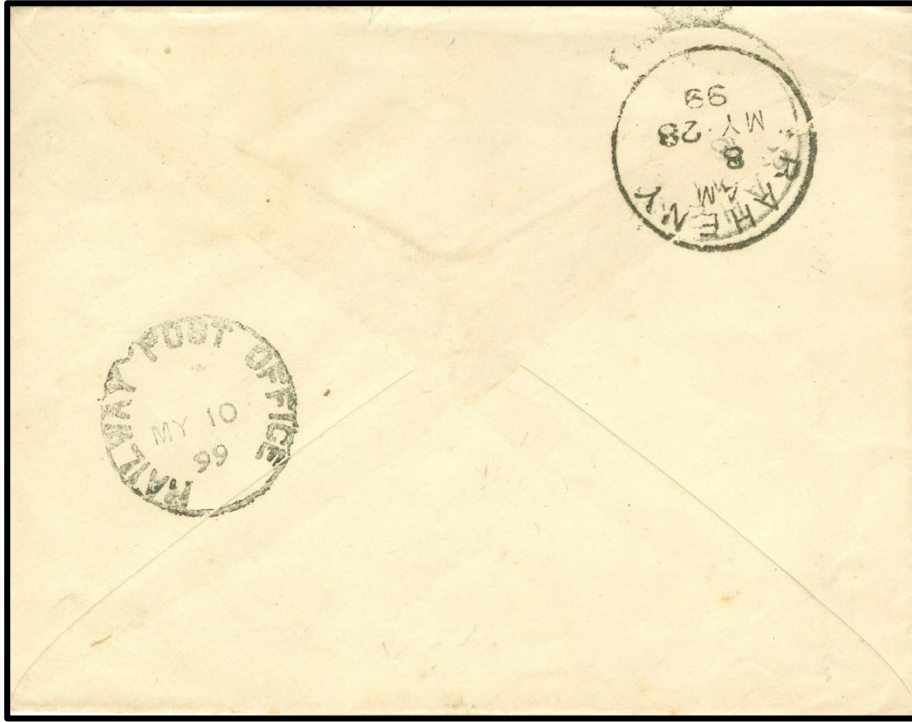


Stationery card to Colombo with transit mark dated February 1896



Size: 26mm diameter single circle
From July 1898 To 17 June 1900

During Jan - June 1900 year shown as 19. Reading continuous
RAILWAY POST OFFICE: constant dent in outer ring between Y-P.



Cover from Trincomalee to Dublin with backstamp dated May 1899

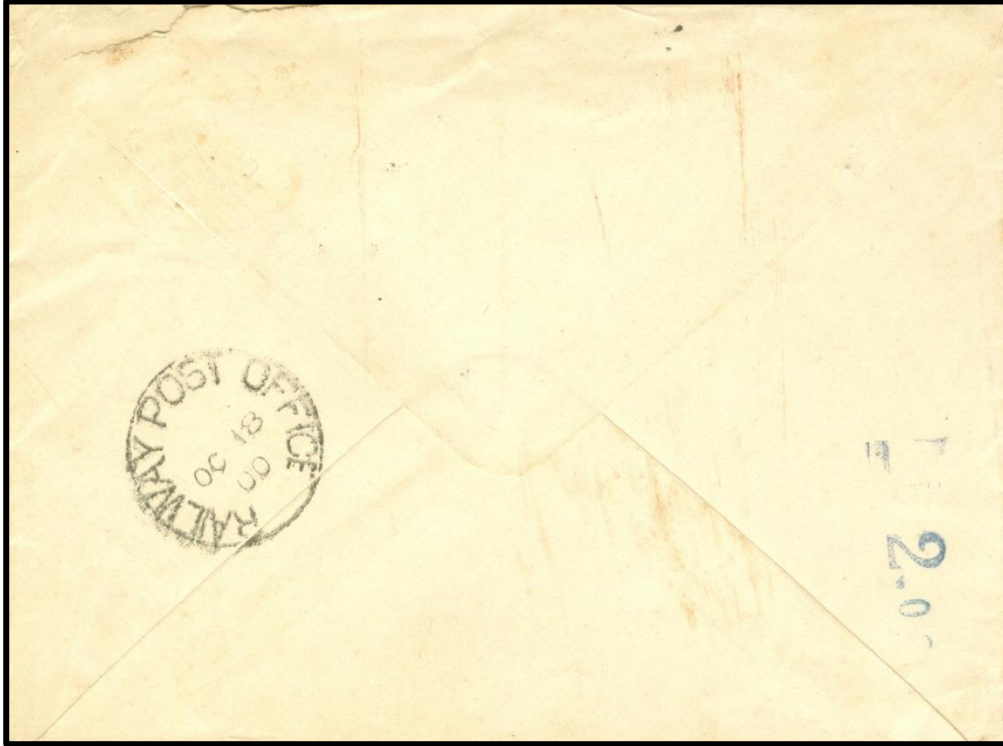


Stationery cover to Colombo with backstamp dated November 1898



Size: 26mm diameter single circle
From 1 May 1900 To 24 May 1902

During 1900 year shown as 00. Reading continuous RAILWAY POST OFFICE (larger lettering)



Stationery cover to Colombo from Jaffna with backstamp dated October 1900

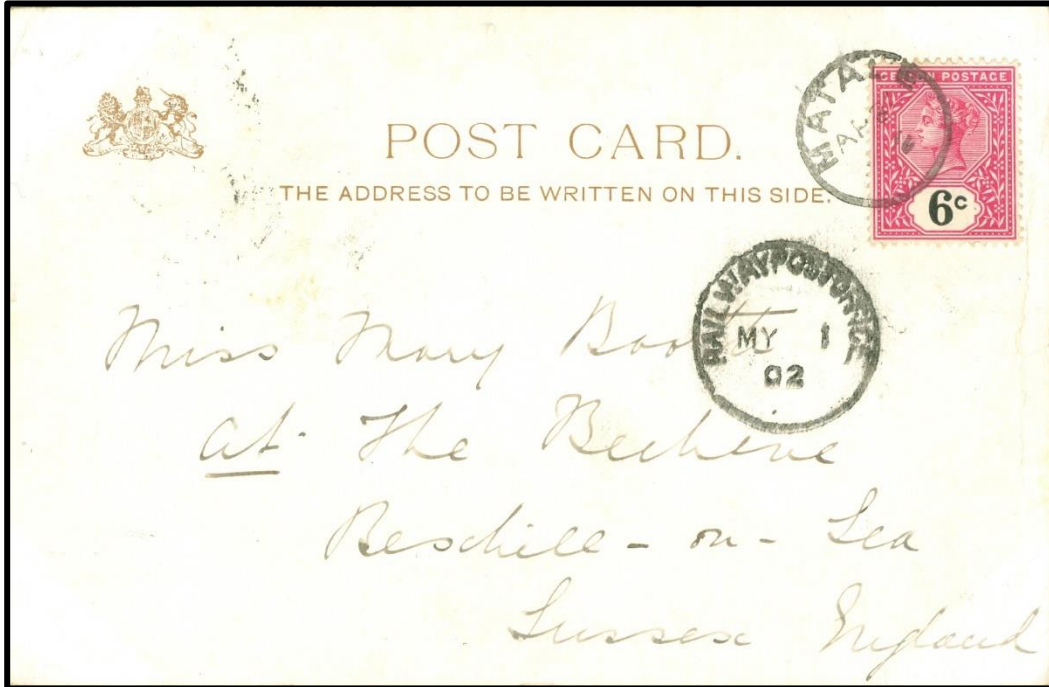


Stationery card to Colombo from Polgahawela with transit mark dated September 1901



Size: 24mm diameter single circle
From March 1902 To March 1904

Reading continuous RAILWAYPOSTOFFICE
(no gaps between words)



Postcard from Matale to Bexhill-on-Sea with transit mark dated May 1902

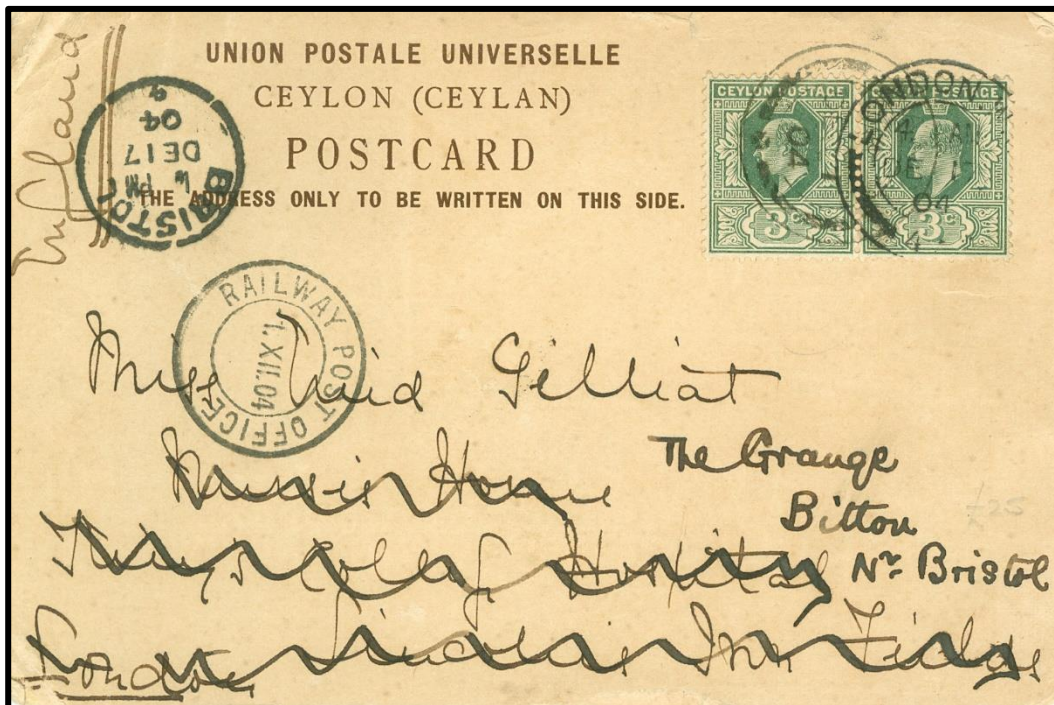


Stationery card from Mannar to Arne, France with transit mark dated December 1902 and hexagonal Ligne N Paq No 6
(Yokohama to Marseille - Yokohama)



Size: 25mm diameter single circle
From 7 April 1904 To 11 January 1910

Reading continuous RAILWAY POST OFFICE
(month roman numerals)



Redirected postcard from Kandy to Bristol via London with transit mark dated October 1904



Postcard to Bouches du Rhone, France from Jaffna with transit mark dated May 0904



Size: 27mm diameter single circle
 From October 3 1916
 + Before and after: + RAILWAY POST OFFICE +.
 One cover seen

Could this mark be the one below which has recently been discovered:



The cover illustrated below addressed to Bombay and the mark has been extracted and illustrated above. It is also 27mm diameter.

This brings up the following questions:

- Is this a new mark and was the mark above this one incompletely drawn?
- Is it a completely new mark?
- What does the N.S. Ceylon mean?



Cover to Bombay with stamp cancelled by the mark dated April 1917

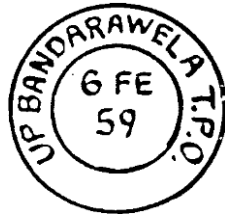


Size: 27mm diameter single circle
 From April 1919 To September 1923

UP MAIL TPO above.
DOWN MAIL TPO above



Size: 25mm diameter single circle
UP.B.W.T.P.O. No cover recorded
 From To
DOWN B.W.T.P.O., one cover recorded,
 From 15 Sept. 1931 To
 Solid black bar below



Size: 29mm diameter single circle

UP BANDARAWELA TPO

From 21 October 1935 To January 1964

DOWN BANDARAWELA TPO

From October 1935 To 2 March 1967



Size: 35 x 20 mm oval single circle

From January 1964 To LATE FEE above; NOT PAID below



Size: 21 x 17 mm oval double circle

LATE FEE above; NOT PAID below From January 1964



Cover by favour with stamps cancelled in January 1964 and single circle oval Late Fee / Not Paid mark



Cover by favour with stamps cancelled in January 1964 and double circle oval Late Fee / :: Not Paid mark ::

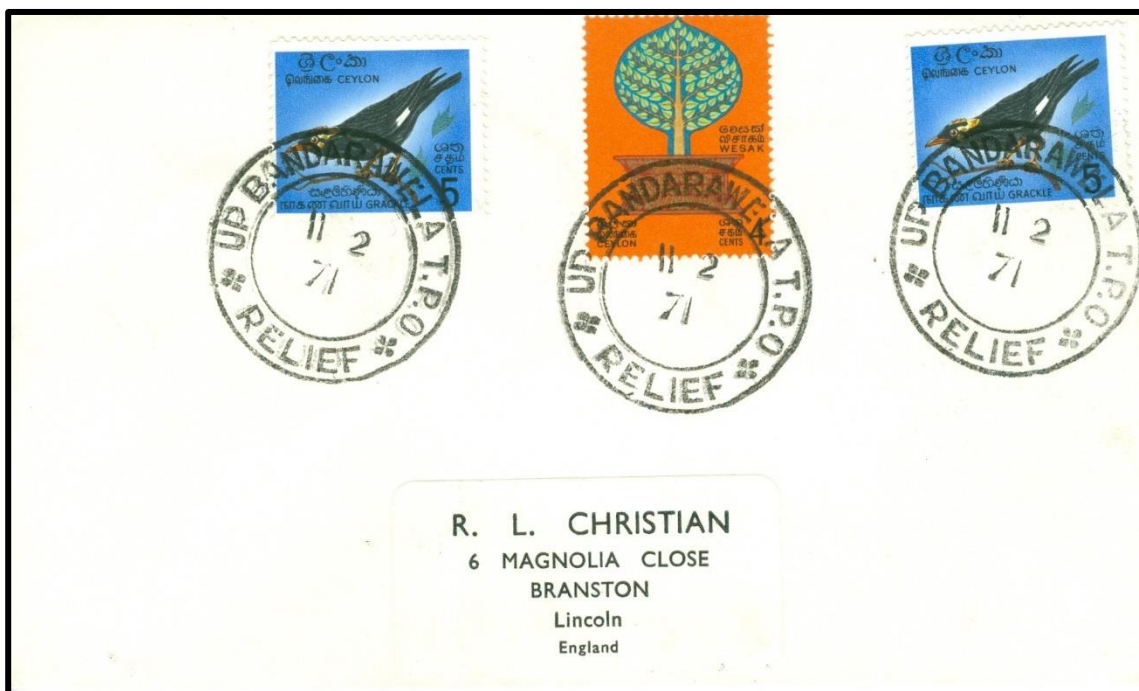
From the second half of the 1960's the slug for the month was replaced by a number. All mails posted in the TPOs had to bear an extra 'Late Fee' in addition to the normal postage. There was also no acceptance of Registered Mail.



Size: 32mm diameter single circle
UP BANDARAWELA TPO above RELIEF below
 From To

DOWN BANDARAWELA TPO above RELIEF below
 From To

Used while awaiting new bi-lingual cancellers



Collectors cover dated February 1971





Size: 28mm diameter single circle

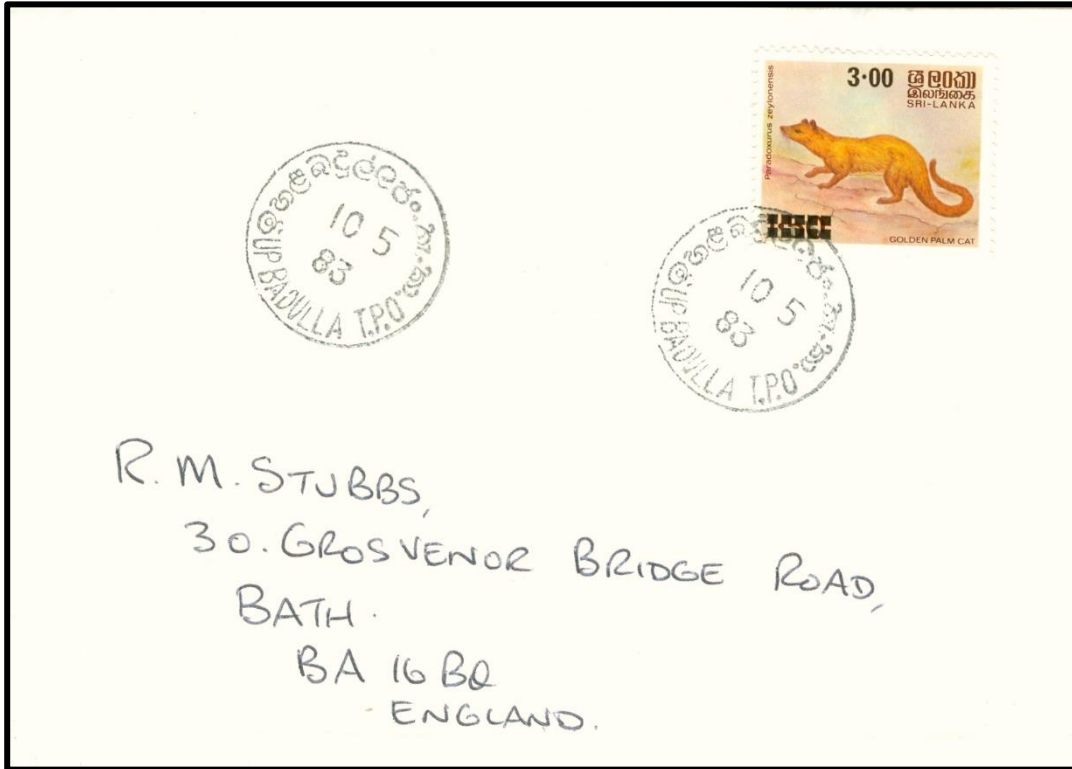
UP BADULLA TPO

From August 1971 To

DOWN BADULLA TPO

From August 1971 To

Sinhalese wording above - English below



Cover by favour dated May 1983



Cover to Colombo with stamps cancelled dated August 1971

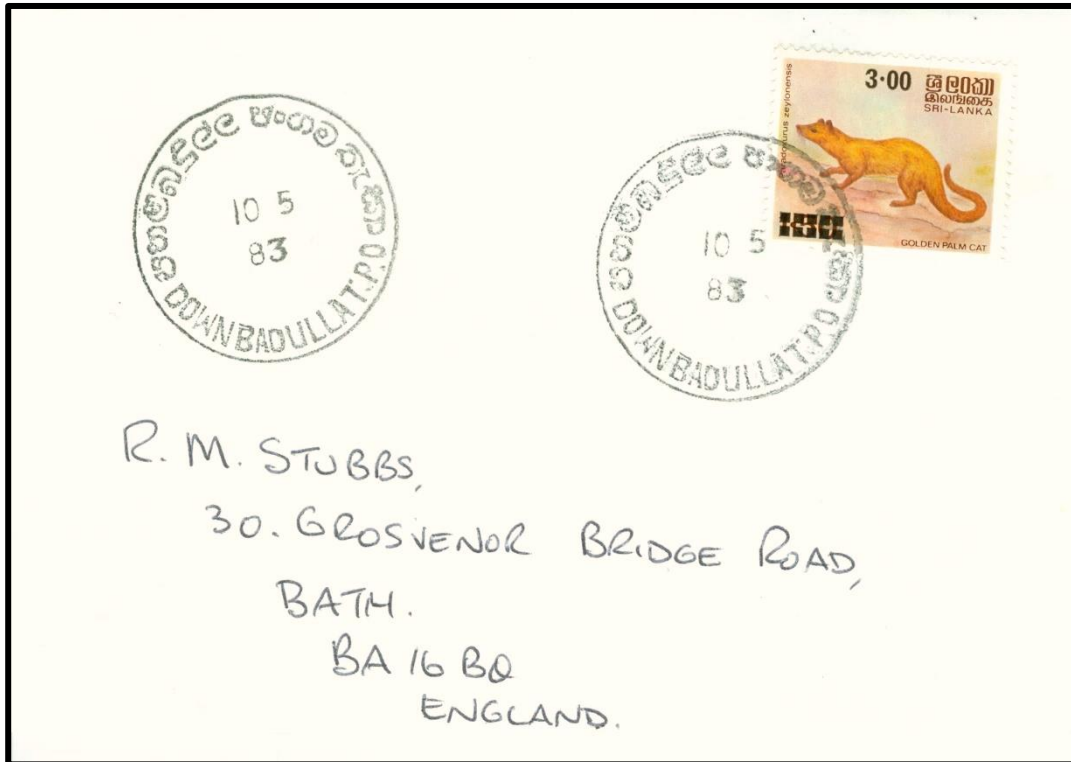


Size: 35mm diameter single circle

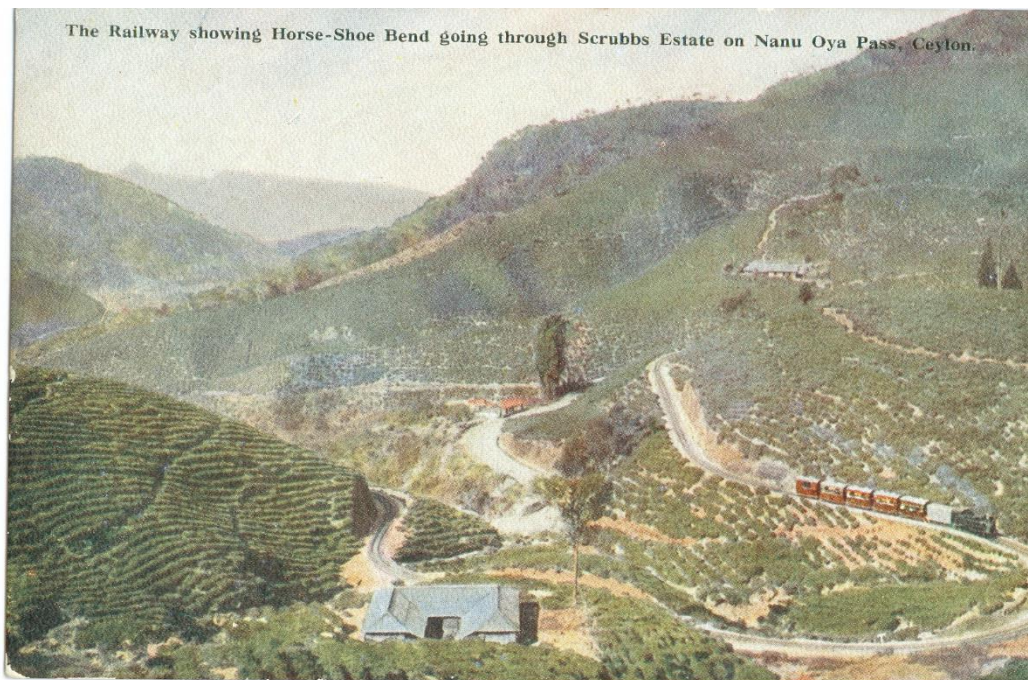
DOWN BADULLA TPO

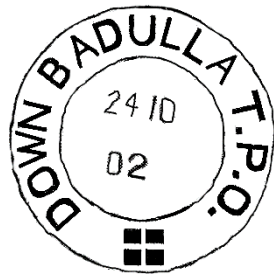
From September 1981 To 10 May 1983

Sinhalese wording above - English below



Cover by favour dated May 1983





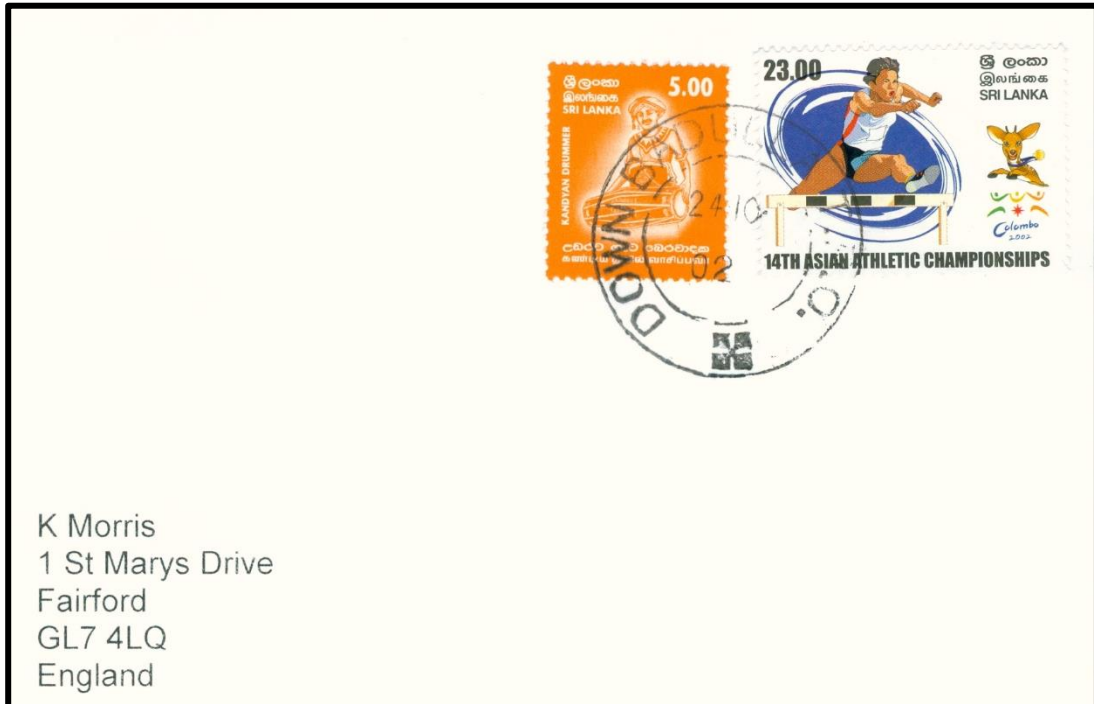
Size: 35mm diameter single circle

DOWN BADULLA TPO

From ? To 2002+

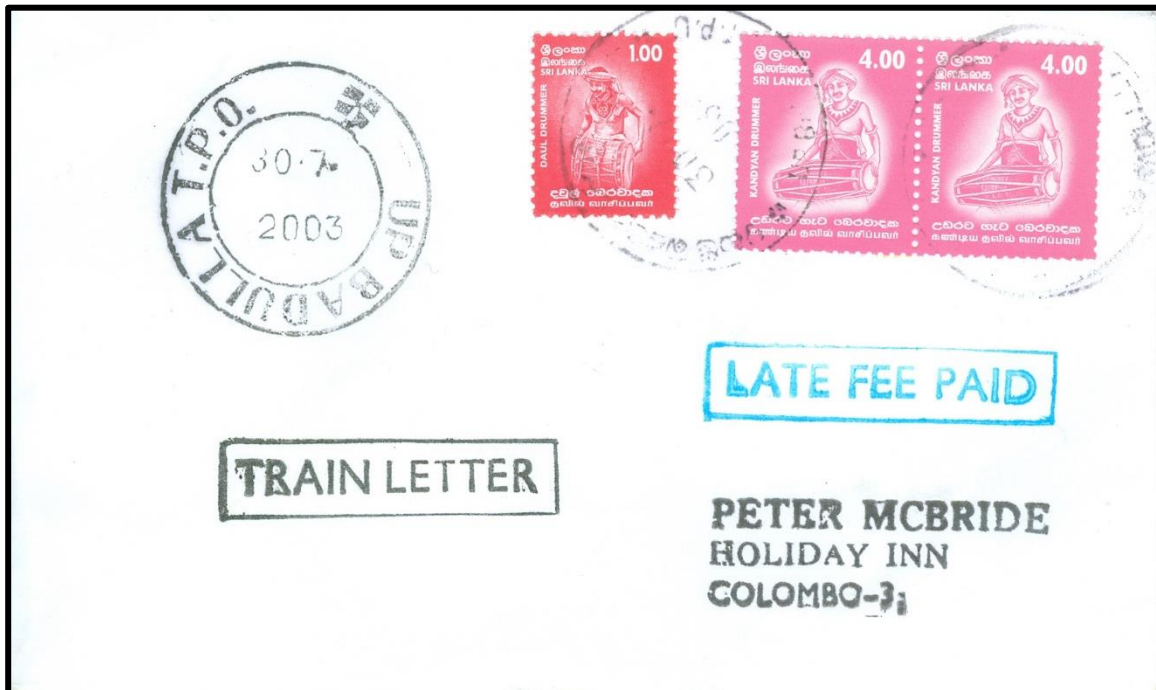
UP BADULLA TPO

From ? To 2002+



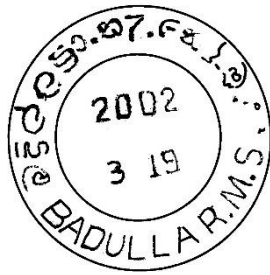
K Morris
 1 St Marys Drive
 Fairford
 GL7 4LQ
 England

Cover by favour dated October 2002



Cover by favour dated July 2003 with **TRAIN LETTER** and **LATE FEE PAID**

A cover has been found which indicates what could be a further mark in the history of Ceylon/Sri Lanka TPOs.



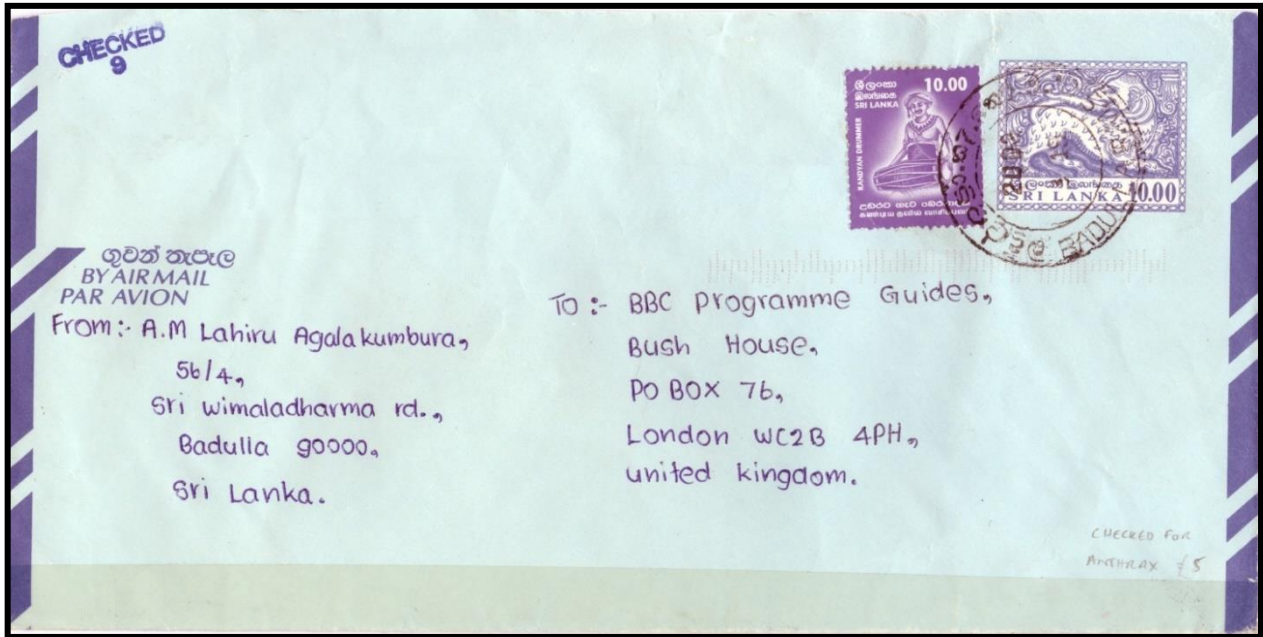
Size: 35mm diameter single circle

BADULLA RMS

From To March 2002

Sinhalese wording above - English below

The top right-hand corner of the mark was very feint and may not be drawn accurately



The cover which is reduced here to 75% was sent to London and was marked Checked 9 in the top left-hand corner and noted in the bottom left "checked for anthrax".

INDO-CEYLON TPO (208 MILES)

With the opening of the Indo-Ceylon Railway on 1 March 1914 the Indo-Ceylon Travelling Post Office was started, using the Indian TPO style of cancellation, between Colombo and Anuradhapura, exchanging mails direct with India.

From 20 November 1926 the TPO was extended to Talaimannor Pier, from whence steamers of the South Indian Railway conveyed mail and traffic the 22 miles across the Palk Straits to Dhanushkodi.

The use of the service appears to have been much reduced from 1937 and the facts that Messrs Tata's Air Mail Service from Colombo to Madras was inaugurated 28 February 1938, operating four times per week in both directions, must have some bearing on this matter, although I have pieces dated June and July 1939.

The Indo-Ceylon TPO was suspended during WWII and has never been reintroduced.

Cancellations used:



Size: 25mm diameter single circle

INDO CEYLON UP TPO

From December 1918 To September 1926

INDO CEYLON DOWN TPO

From December 1918 To September 1926

Indian type canceller



Sinhalese written cover with stamp on reverse and cancelled by the Up TPO in September 1920

Size: 26mm diameter single circle



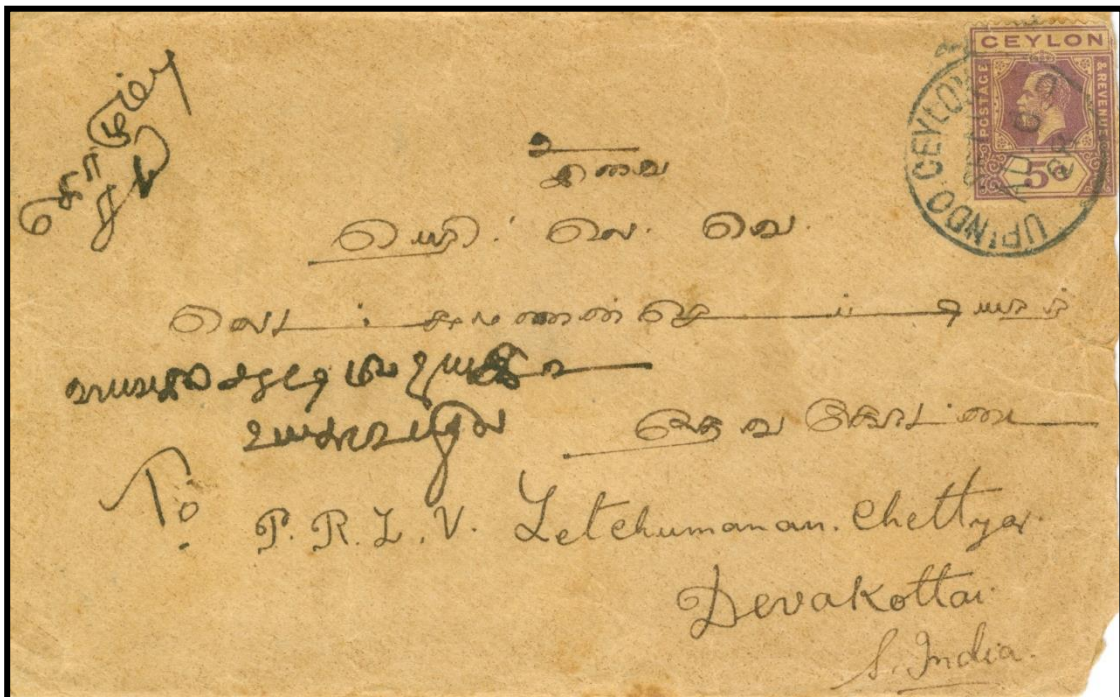
UP INDO CEYLON TPO

From October 1927 To October 1935
SET 1 + SET 2

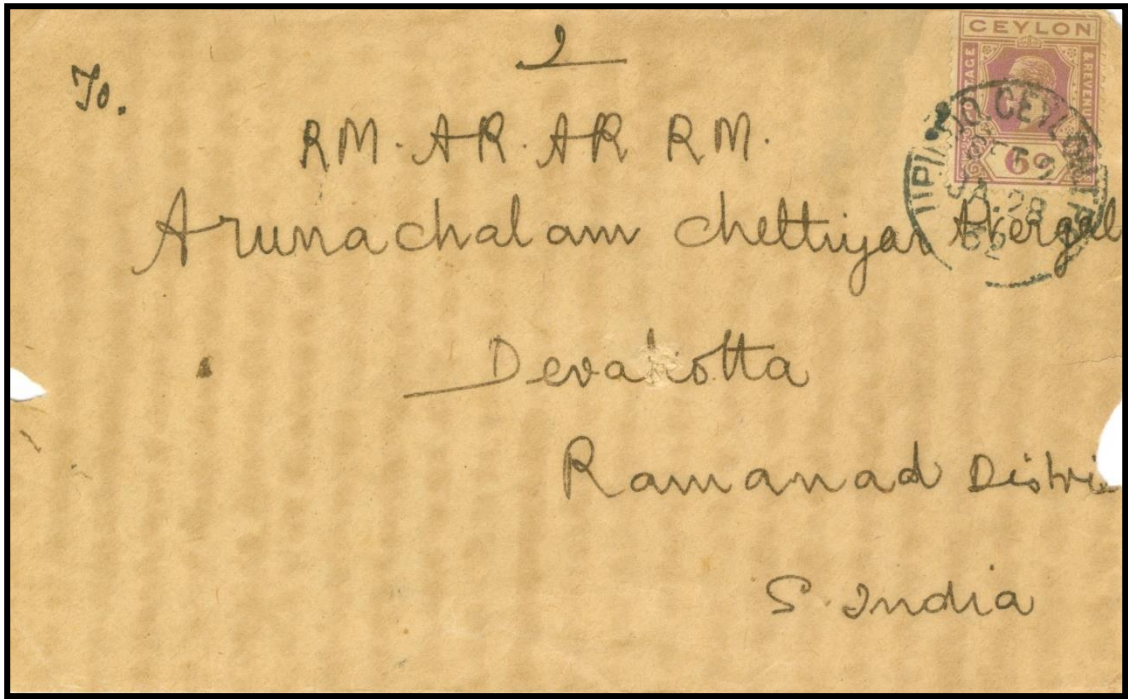
DOWN INDO CEYLON TPO

From October 1927 To October 1935
SET 1 + SET 2

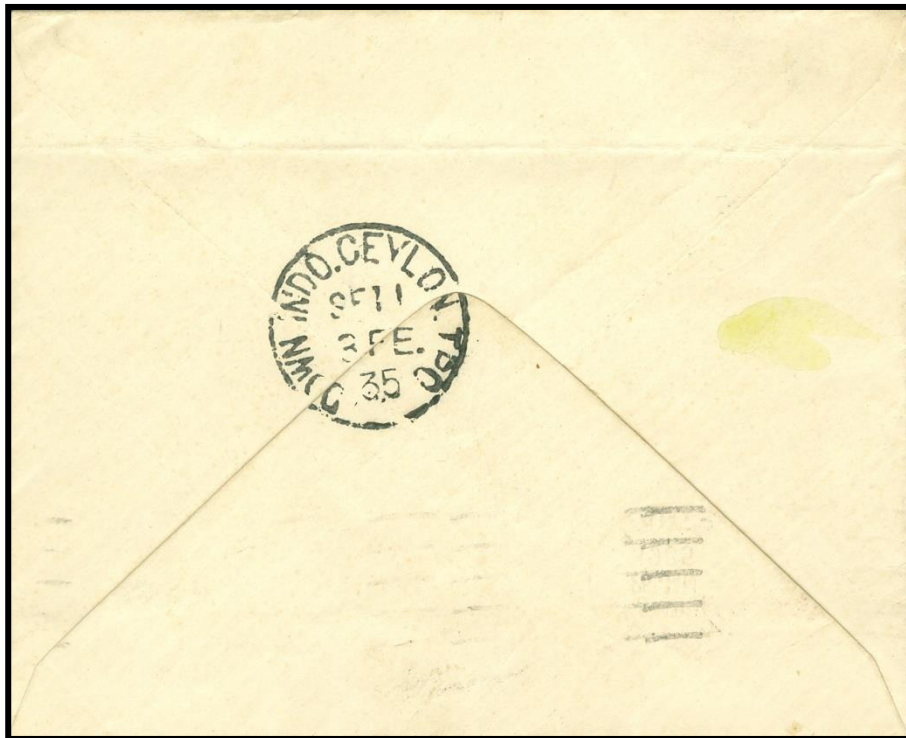
Indian type canceller



Up Indo Ceylon TPO – Set 1 dated August 1928



Up Indo Ceylon TPO – Set 2 dated January 1932



Down Indo Ceylon TPO – Set 1 dated February 1935



Down Indo Ceylon TPO – Set 2 dated September 1930



Size: 28mm diameter double circle

UP INDO CEYLON TPO

From 1935 To 1939

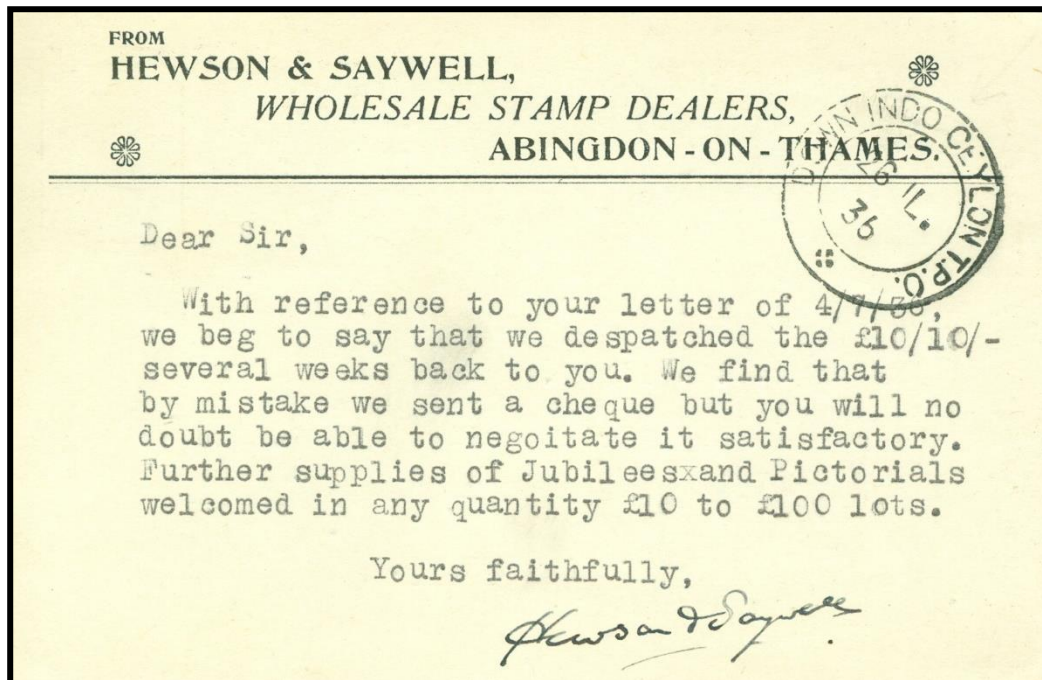


Cover to Devakottai, India with stamp on back cancelled in August 1938



Size: 28mm diameter double circle

DOWN INDO CEYLON TPO
From November 1935 To June 1939
:: stop at base



By Air Mail from Oxford to Kandy with backstamp dated July 1936

COLOMBO - JAFFNA TPO (256 Miles)

A van called the Jaffna Travelling Post Office was attached to the Kankesanturai train between Colombo and Anuradhapura from 15 May 1924.

At this time the Indo-Ceylon TPO was already operating a service between these stations, but attached to a separate train and the two TPOs continued to operate until 1926 when the Indo-Ceylon TPO was extended to Talaimannar Pier.

Cancellations used:



Size: 25mm diameter single circle

JAFFNA TPO UP
From August 1926 To 1928

JAFFNA TPO DOWN
From August 1926 To 1928
The Jaffna TPO ceased from 19 May 1930
but was restarted in 1946



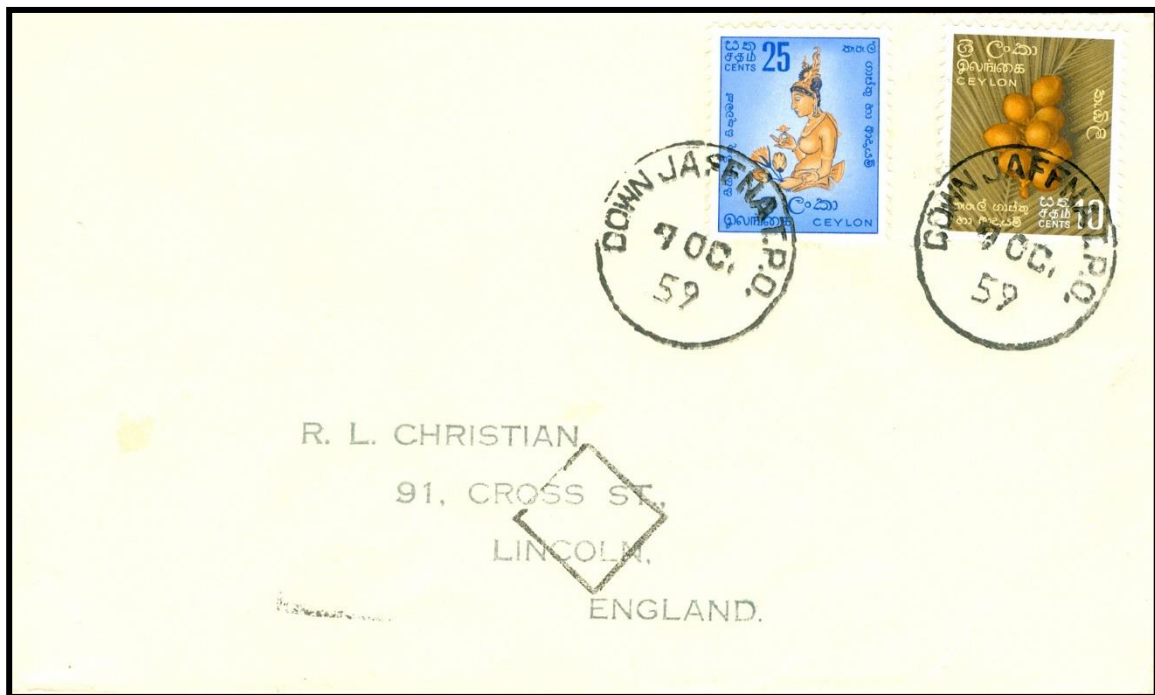
Size: 26mm diameter single circle

UP JAFFNA TPO
From March 1946 To 10 May 1983

DOWN JAFFNA TPO
From March 1946 To October 1980



Commercial cover with 2 strikes of Up Jaffna TPO dated October 1947



Cover by favour dated October 1959



Size: 26mm diameter single circle
UP JAFFNA TPO
 From To
DOWN JAFFNA TPO
 From To
 With 1 below; no date beyond year slug 5
 (cut out only seen)



Size: 32mm diameter double circle
UP JAFFNA TPO
 From October 1973 To
DOWN JAFFNA TPO
 From October 1973 To
 Sinhalese and Tamil wording above
 - English below



Size: 32mm diameter double circle
DOWN JAFFNA TPO
 From July 1969 To 10 May 1983
 DOWN JAFFNA TPO above; RELIEF below



Cover by favour dated February 1971



Size: 35mm diameter single circle

UP JAFFNA TPO

From September 1981 To

DOWN JAFFNA TPO

From September 1981 To

Sinhalese and Tamil wording above – English below

COLOMBO - GALLE TPO (70 Miles)

The Galle Travelling Post Office operated from 17 November 1926 until 13 March 1938 when it was replaced by a system of direct despatches; however, this TPO was brought back into use again in 1941.



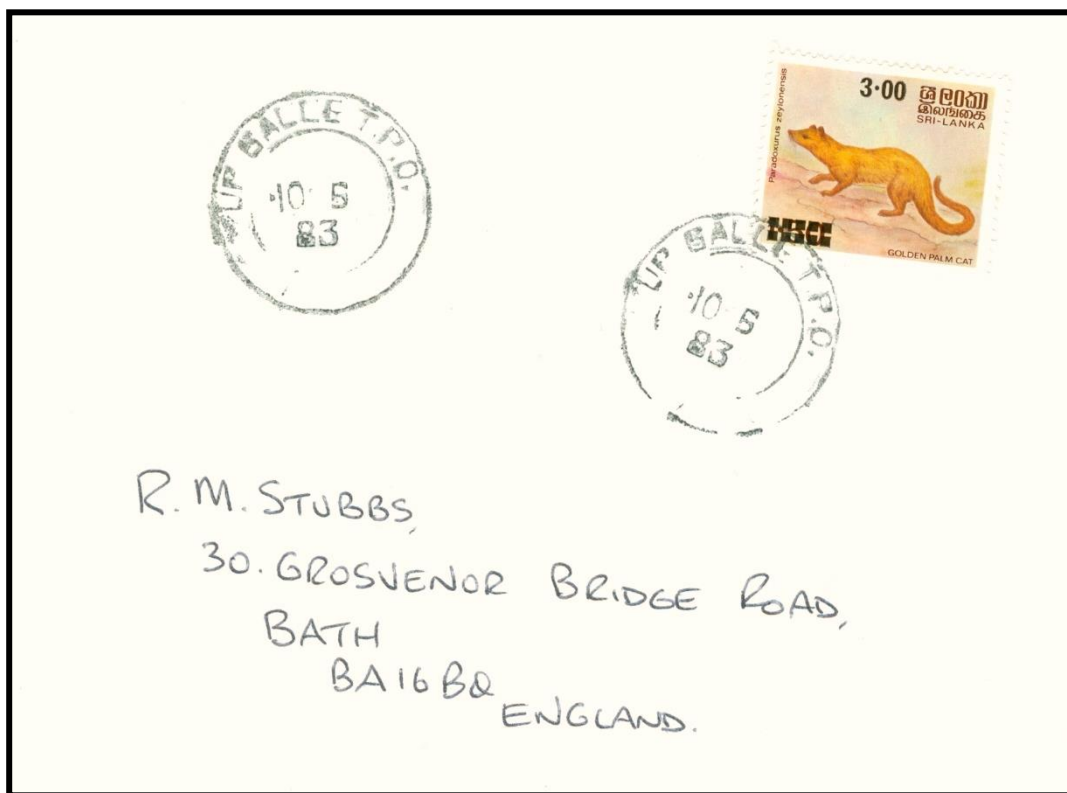
Size: 29mm diameter double circle

UP GALLE TPO

From October 1935 To

DOWN GALLE TPO

From October 1935 To



Cover by favour dated May 1983



Cover by favour dated January 1964



Size: 35mm diameter single circle

UP GALLE TPO

From September 1981 To

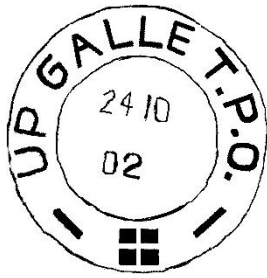
DOWN GALLE TPO

From September 1981 To

Sinhalese and Tamil wording above – English below



Cover by favour dated May 1983



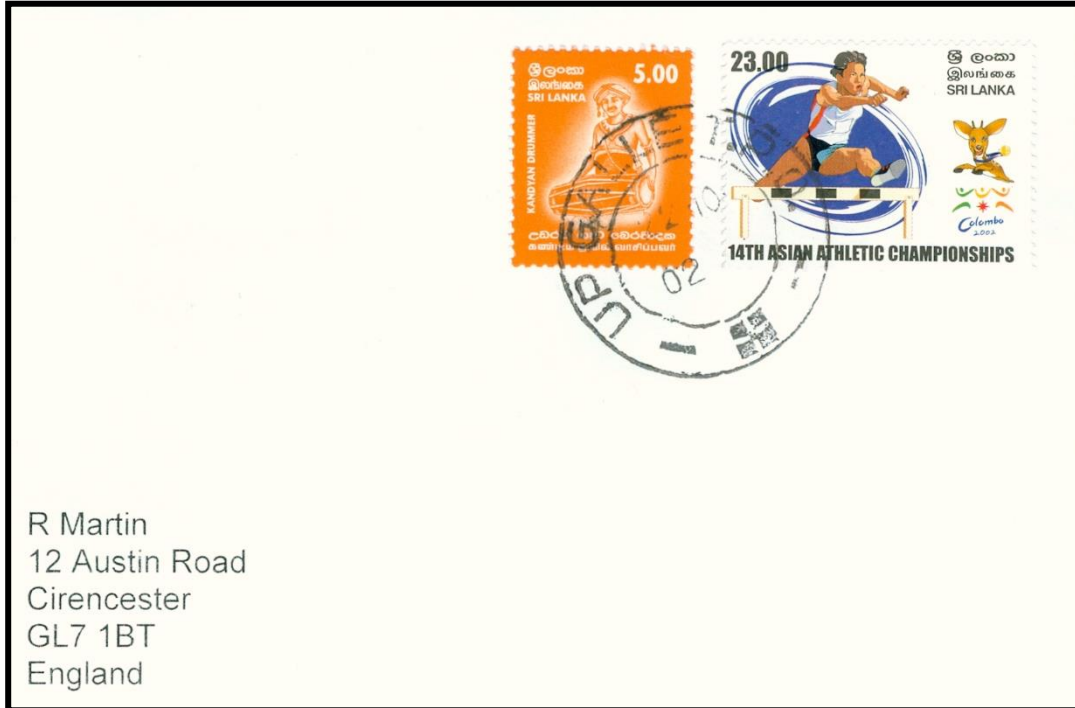
Size: 35mm diameter single circle

UP GALLE TPO

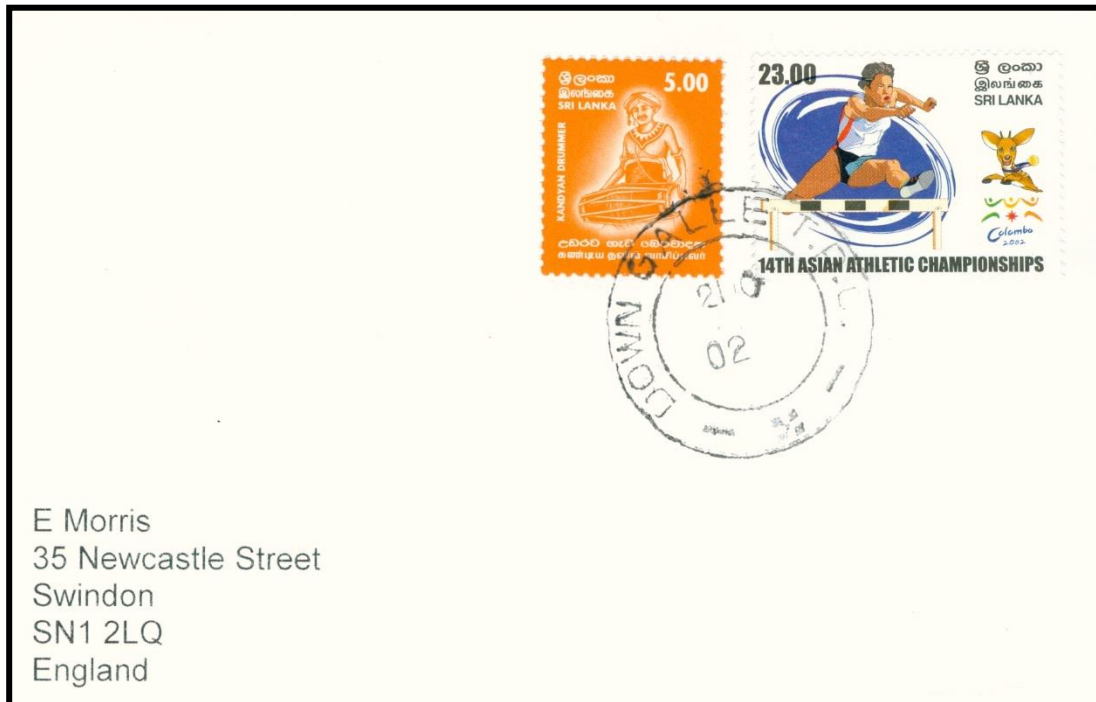
From To 2002+

DOWN GALLE TPO

From To 2002+



Cover by favour dated October 2002



Cover by favour dated October 2002

COLOMBO - BATTICALOA TPO (190 Miles)

The Batticaloa Travelling Post Office was inaugurated on 20 January 1964 by a ceremony at the Fort Railway Station by the Ceylon Minister of Works and Posts, Mr MP de Z Siriwardena.

Cancellations used:



Size: 28mm diameter single circle

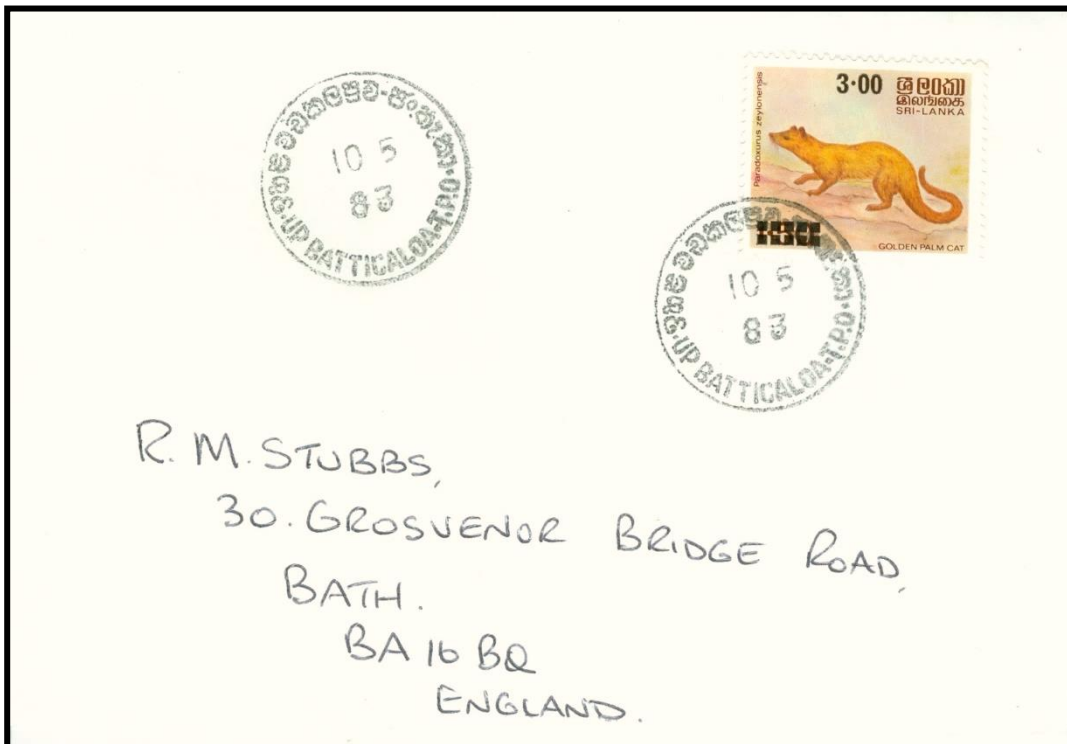
UP BATTICALOA TPO

From September 1964 To

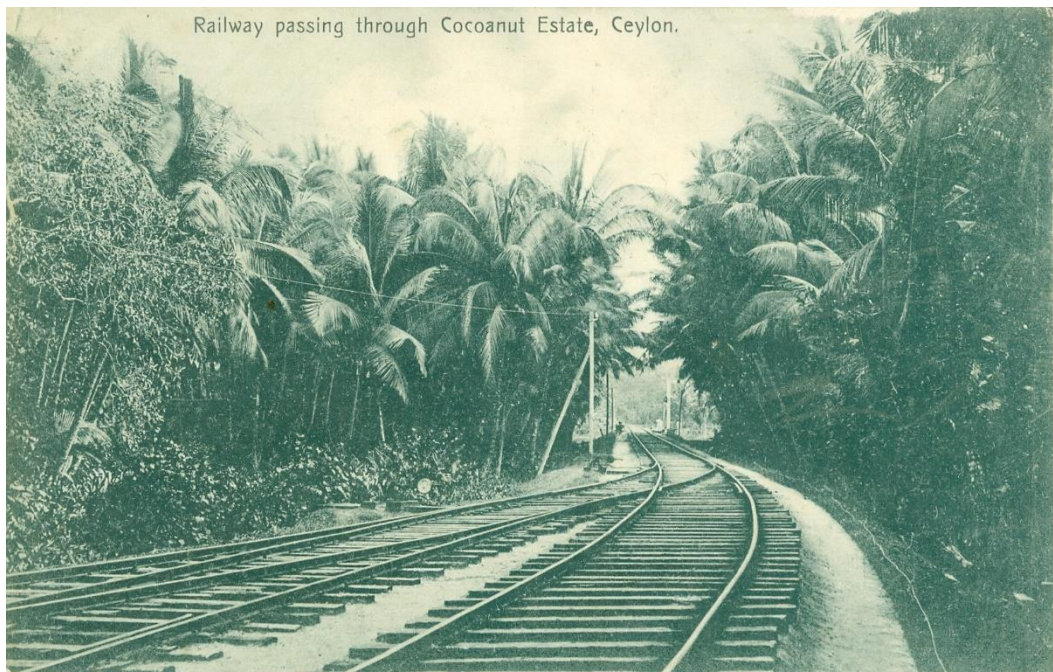
DOWN BATTICALOA TPO

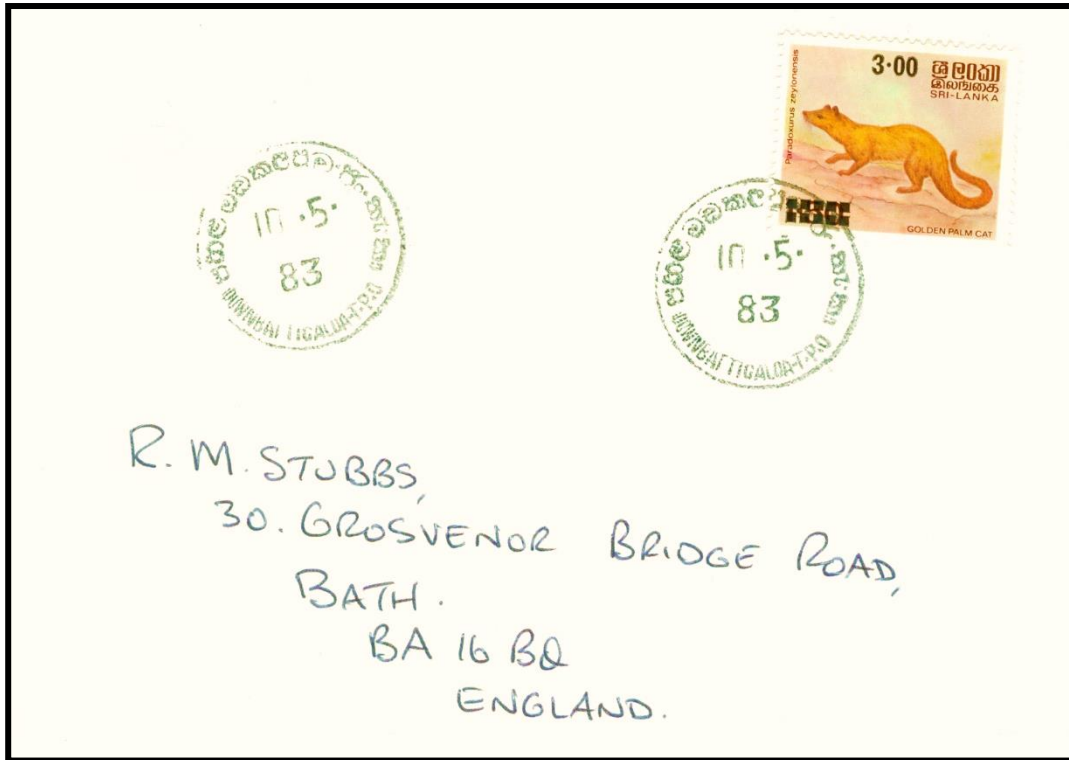
From September 1964 To

Sinhalese and Tamil wording above – English below



Cover by favour dated May 1983





Cover by favour dated May 1983



Size: 33mm diameter double circle

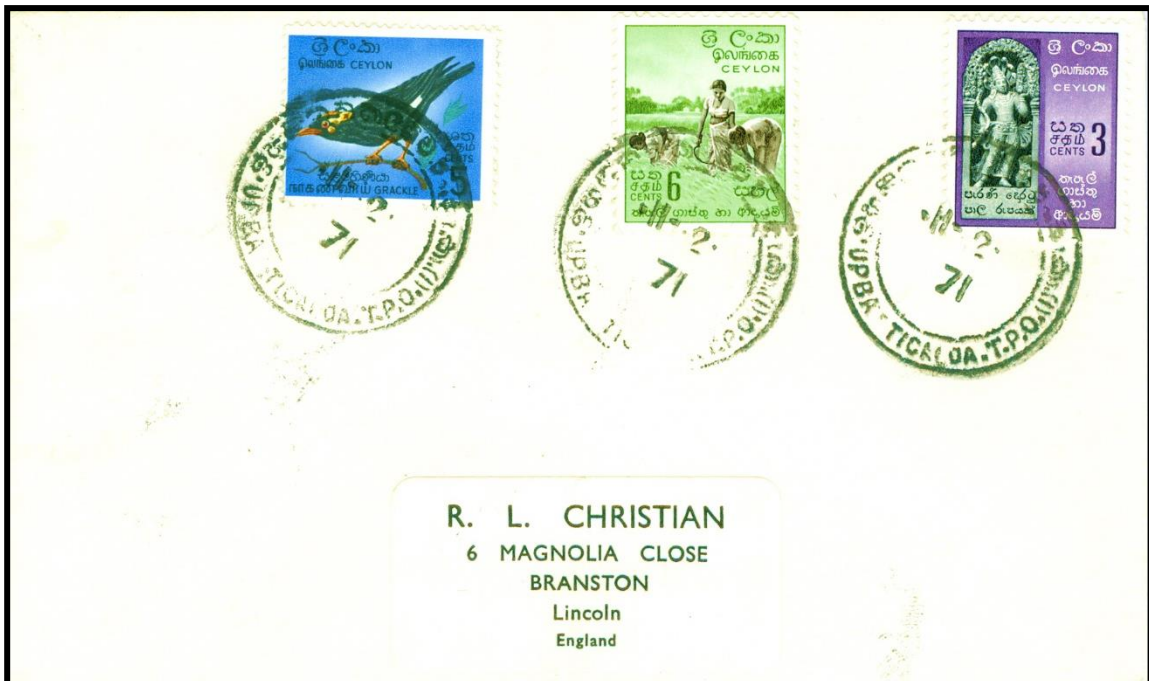
UP BATTICALOA TPO

From September 1964 To October 1971

DOWN BATTICALOA TPO

From September 1964 To October 1971

Sinhalese and Tamil wording above – English below



Cover by favour dated



Cover by favour dated



Size: 35mm diameter single circle

UP BATTICALOA TPO

From September 1981 To

DOWN BATTICALOA TPO

From September 1981 To

Sinhalese and Tamil wording above – English below

COLOMBO - KANDY TPO (74 Miles)

An independent Travelling Post Office to Kandy commenced operating on 3 October 1972.



Size: 29mm diameter single circle

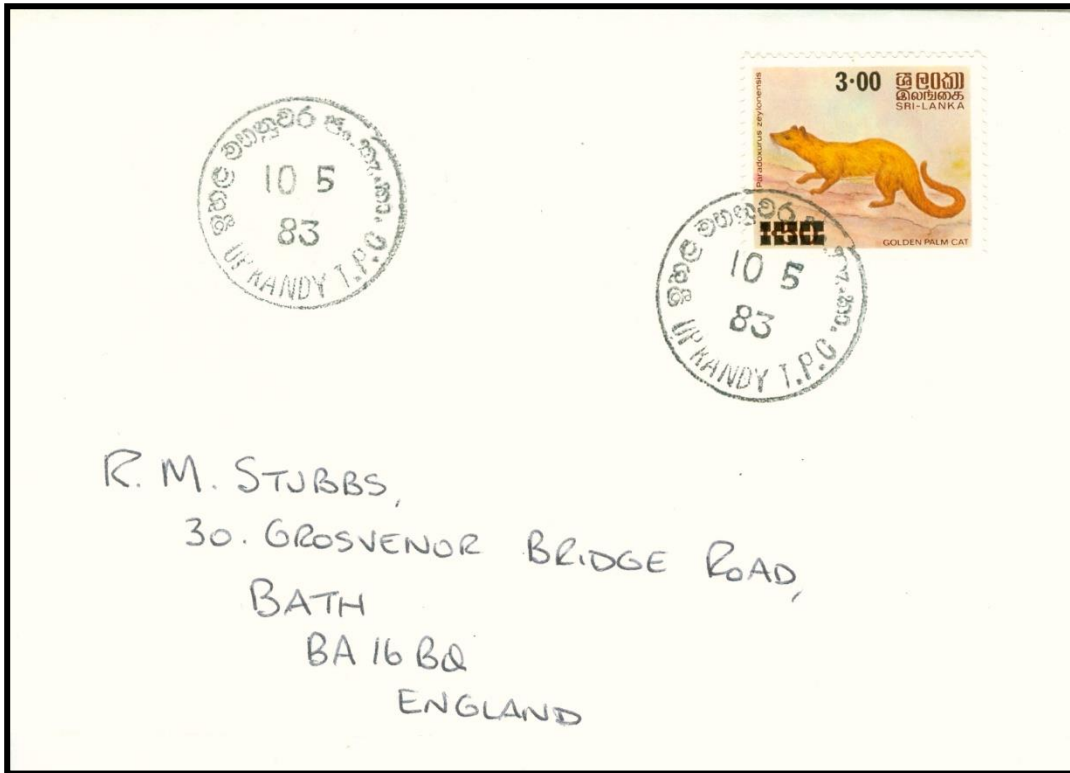
UP KANDY TPO

From September 1981 To 10 May 1983

DOWN KANDY TPO

From September 1981 To 10 May 1983

Sinhalese and Tamil wording above – English below



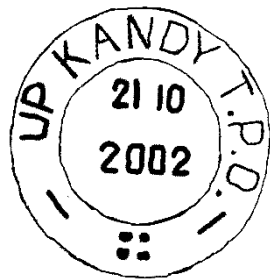
Cover by favour dated May 1983



Cover by favour dated May 1983



Train at Kandy Station – possibly with TPO coach behind engine



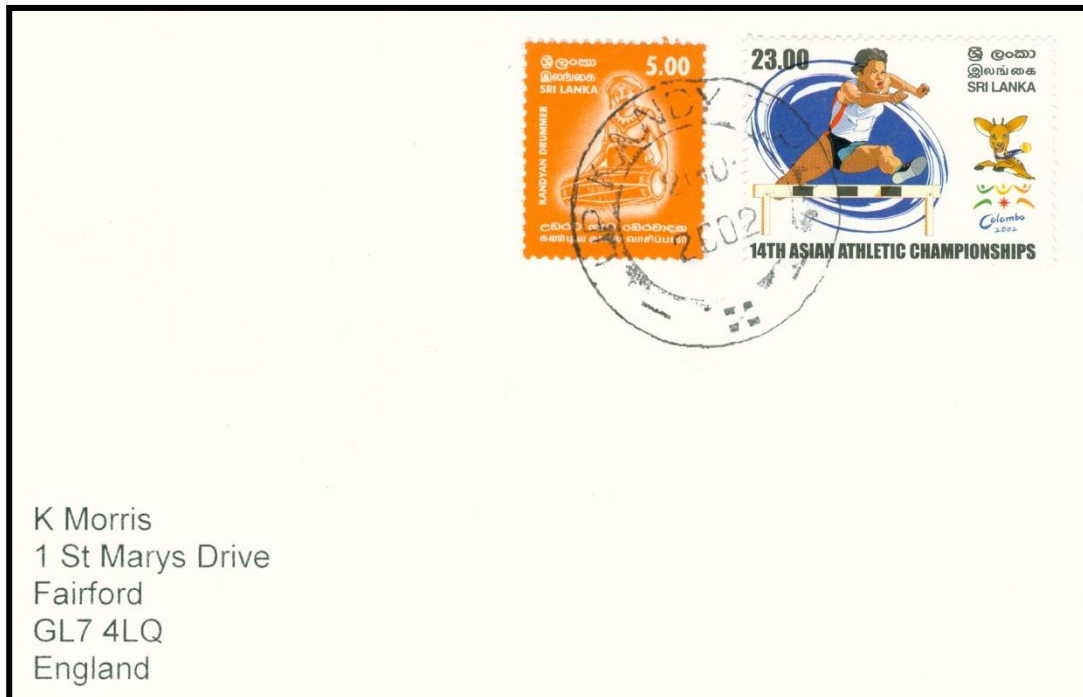
Size: 35mm diameter double circle

UP KANDY TPO

From To

DOWN KANDY TPO

From



K Morris
 1 St Marys Drive
 Fairford
 GL7 4LQ
 England

Cover by favour dated October 2002



Cover by favour dated October 2002

COLOMBO - ANURADHAPURA TPO (126 Miles)

Nothing is known of this TPO but cut outs, possibly from an impression book, are the only examples recorded.



Size: 26mm diameter single circle
 Anuradhapura TPO UP
 From 19 January 1944 To
 Anuradhapura TPO DOWN
 From 19 January 1944 To

RELIEF TPO

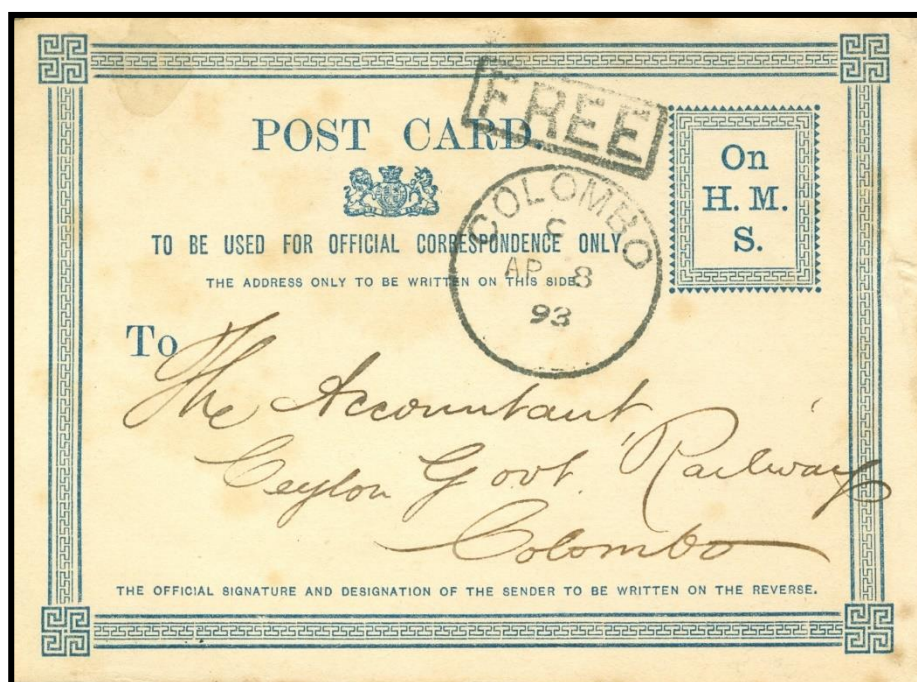
Allocation unknown but cut out, possibly from an impression book, has been recorded.



Size: 26mm diameter single circle
 Cut out only dated 54 in manuscript

OFFICIAL POSTCARDS

Official postcards are found 'On Her Majesty's Service' issued by the Ceylon Government Railways. Earlier examples have a boxed FREE handstamp but from 1892 'On HMS' official postcards (Higgins and Gage 1:2:3) were issued by the Ceylon Government Railway from the General Manager's Office (Railway GMF1 Acknowledgement Card) and from the Engineer, Way & Works Office (Railway EF16 Acknowledgement Card). Doubtless there are other cards.



Sources:

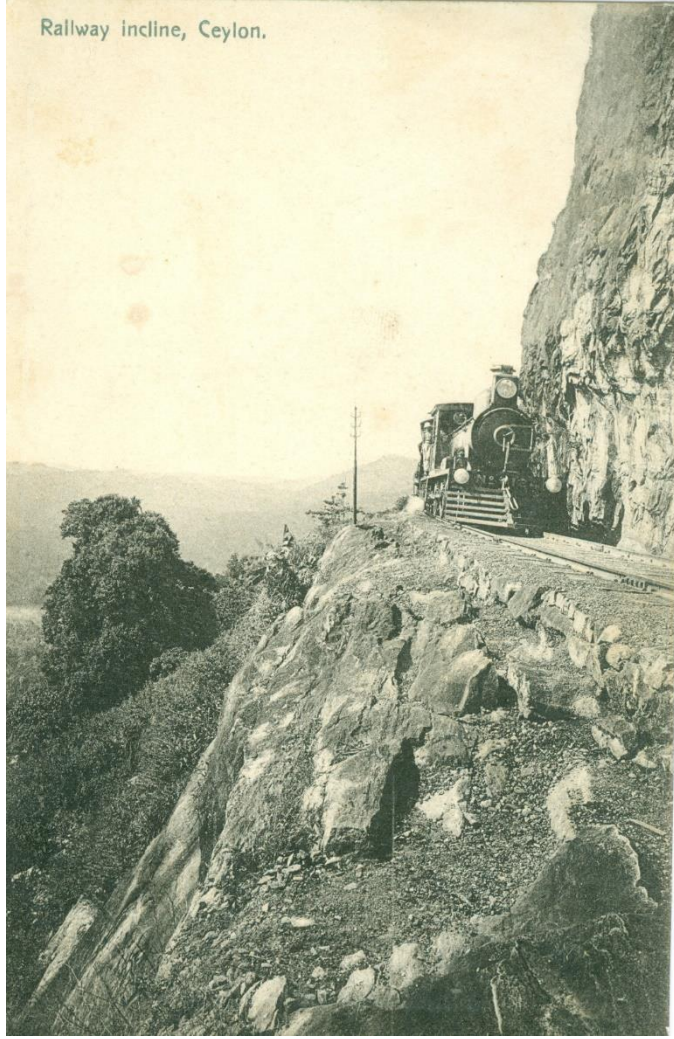
The Travelling Post Offices of Ceylon – Derek Walker

TPO – Journal of the TPO & Seapost Society

Railways of Sri Lanka – Dr David Hyatt

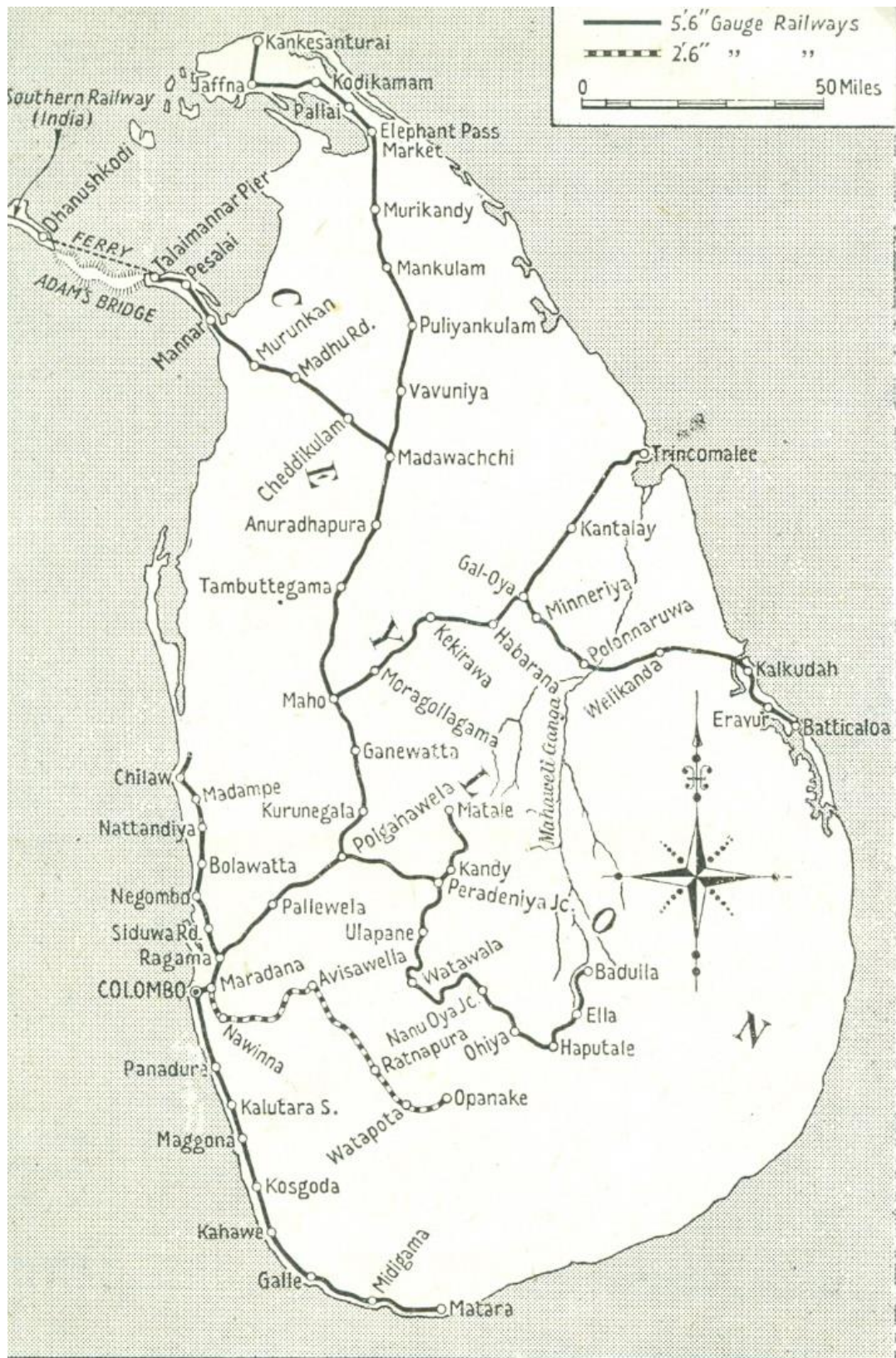
<http://www.imagesofceylon.com/ioc-transport10.htm>

Railway incline, Ceylon.



VIEW FROM THE UP-COUNTRY RAILWAY,
CEYLON.





The Ceylon Government Railway

The Main Routes Described:

Main (Up Country) Line

The principal line is the broad gauge (5'6") line from Colombo to Badulla, serving the tea growing areas.

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Colombo (Fort)				
Colombo (Maradana)		16		
Kelaniya		14		
Hunupitiya	0.50	11	2.10.1865	
Ragama (previously Mahara)		13		
Heraratgoda (now Gampaha)		36		
Veyangoda (also known as Pattalagedara)		61		1.00 hour
Mirigama	30.25	164		
Ambepussa (also known as Keenadeniya)	34.50	182		
Allawa	40.25	190	1.11.1866	
Polgahawela (junction for Northern Line)	45.25	244		1.75 hours
Rambukkana (also Known as Alagalla)	52.00	290		
Kadugannawa (here is Sensation Rock)	65.00	1690	1.8.1867	2.75 hours
Peradeniya (junction for Kandy & Matale Line)	70.50	1553		3.50 hours
Gampola	78.25	1572		4.00 hours
Ulapana	82.75	1846	1.12.1874	
Nawalapitiya	87.25	1913		4.50 hours
Galboda	94.50	2581		
Watawala	100.25	3259	4.6.1884	
Rozelle	103.50	3742		
Hatton	108.25	4141		6.75 hours
Kotagala	111.25	4065	20.11.1884	
Talawakele	115.75	3932		7.75 hours
Watagoda	120	4400		
Nanuoya (junction for Nuwara Eliya & Uda Pussellawa Line)	128	5291	20.5.1885	9.25 hours
Ambawela	137	6064		
Pattipola	139	6224	19.6.1893	
Ohiya	143.50	5902		
Haputale	153.50	4765		12 hours
Diyatalawa	156.75	4367	3.9.1894	
Bandarawela	160.50	4036		12.75 hours
Ella			1.7.1918	
Demodera	171.50		21.3.1921	
Badulla	180.75		5.2.1924	15.25 hours

Matale Line

The Matale Line broad gauge (5'6") extends northwards from Peradeniya Junction and serves the Kandy District.

A TPO to Kandy commenced operating in 1972.

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Peradeniya (New)	70.5	1572	1.8.1867	3.5 hours
Kandy	73.75	1602		3.75 hours
Mahaiyawa		1726		
Katugastota		1534	4.10.1880	
Wattegama		1620		
Ukuwela		1292		
Matale	91.25	1208		5.25 hours

Coast (Seaside) Line

A broad-gauge line, following the west coast from Colombo to Galle and the South which passes firstly through the suburbs of Colombo and then the coconut plantations of the coastal region

Station	Mileage from Colombo	Date Opened	Journey Time from Colombo
Colombo (Marandana)			
Colombo (Pettah)	1	16.7.1874	

Station	Mileage from Colombo	Date Opened	Journey Time from Colombo
Colombo (Fort)	1.50		
Slave Island	2.25		
Kollupitiya	3.25		
Bambalapitiya	4.50		
Wellawatta	5.75		
Dehiwala	7.75	1.3.1877	0.50 hours
Mt. Lavinia	8.50		
Angulana	11.25		
Lunawa	12.00		
Moratuwa	13.00		0.75 hours
Panadure	17.50	13.9.1877	1.00 hour
Wadduwa	21.50		
Kalutara North	26.00	1.2.1879	
Kalutara South	27.25	22.9.1879	1.25 hours
Katukurunda	29.00		
Paiyagala North	31.00		
Paiyagala South	31.75		
Maggonna	33.00	31.3.1890	
Beruwala	35.00		
Alutgama	38.00		1.75 hours
Induruwa	41.50		
Kosgoda	45.25		
Balapitiya	49.50	14.2.1893	
Ambalangoda	52.50		2.50 hours
Hikkaduwa	60.00		
Dodanduwa	64.00		
Ginotota	68.25	7.5.1894	
Galle	71.50		3.00 hours

Station	Mileage from Colombo	Date Opened	Journey Time from Colombo
Galle	71.50		
Talpe	78.25		
Ahangama	84.25		
Weligama	89.50	17.12.1895	4.00 hours
Kamburugamuwa	95.00		
Matara	98.25		4.50 hours

Northern Line

The Northern broad-gauge line extends from Polgahawela to the north. Begun in 1894 it was constructed both from Jaffna in the north and Polgahawela in the south, meeting for completion in 1905.

The branch line from Madawachchi to Mannar and Talaimannar, where the steamers of the South Indian Railway ferry passengers and goods the distance of 22 miles across the Palk Straits to Dhanushkodi on the Indian mainland was opened 28th February 1914

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Polgahawela	45.50			1.75 hours
Potuhaera	52.50		14.2.1894	
Kurunegala	58.00			2.75 hours
Wellawa				
Ganewatta				
Maho (junction for Eastern Line)	83.75		1.11.1903	4.00 hours
Ambanpola				
Galgamuwa				
Talawa				
Anuradhapura	126.25			6.25 hours
Madawachchiya (Jcn for Talaimannar and Ferry)	142.25			7.50 hours
Vavuniya			1.8.1905	
Mankulam				
Paranthan				
Elephant Pass	213.75			11.75 hours
Pallai				

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Kodikamam			15.9.1902	
Chavakachcheri				
Navatkuli				
Jaffna	245.25		11.3.1902	13.75 hours
Chunakam				
Kankasanturai	256.00			

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Madawachchiya	142.25			7.50 hours
Mannar	191.25		12.4.1913	10.50 hours
Talaimannar	208.50			11.75 hours

Kelani Valley Line

A narrow-gauge line of 2'6" runs east from Colombo to one of the main rubber growing districts of the Island.

No TPO operates on this line.

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Colombo (Maradana)				
Colombo (Cotta Road)	2.25			
Nugegoda	5.25			
Pannipitiya	10.50			
Homagama	15.25		15.9.1902	1.25 hours
Padukka	21.75			
Waga	27.50			
Kosgama	30.50			
Puwakpitiya	34.50			
Avisawella (junction for Ratnapura Line)	36.75			
Dehiowita	42.50			
Karawanella	45.50		14.9.1903	3.00 hours
Yatiantota	47.75			
Mankulam				

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Avisawella	36.75		15.1.1911	
Kurawita				
Ratnapura	63.75		17.4.1912	4.25 hours
Dela			1.3.1916	
Opanake	85.50		1.5.1919	6.75 hours

Udapussellawa Line

This narrow-gauge line of 2'6" runs from Nanuoya to Ragalla and has a maximum gradient of 1 in 24.

No TPO operates on this line.

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Nanuoya	128.00	5291	1.8.1903	9.25 hours
Nuwara Eliya	134.25	6198		10.00 hours
Kandapola		6316	21.12.1903	
Brookside		4981		
Ragalla	146.75	5818	1.7.1904	12 hours

Puttalam Line

A broad-gauge line running north coastwise from Colombo to Puttalam serves an important coconut growing zone and the salt industry at Puttalam.

No TPO operates on this line.

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Colombo (Cotta Road)				
Jaela	12.50		9.11.1908	0.75 hours
Negombo	23.00		1.12.1909	1.25 hours
Madampe	43.50		1.6.1914	2.25 hours
Chilaw	50.25		1.3.1916	2.50 hours
Mundel	67.25		19.1.1925	3.50 hours
Puttalam	82.25		By 1927	4.50 hours

Eastern Line

The Batticaloa - Trincomalee broad gauge Light Railway branches from Maho on the Northern Line to Galoya Junction where it separates into two, one branching to Trincomalee while the other runs to Batticaloa.

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Maho	84.75			4.00 hours
Kekirawa	115.75		5.1.1925	6.50 hours
Galoya Junction	139.50			8.00 hours
Minneriya				
Polonnaruwa	161.00		1926	10.00 hours
Batticaloa	190.00		1927	

Station	Mileage from Colombo	Feet above Sea Level	Date Opened	Journey Time from Colombo
Galoya Junction	139.50			8.00 hours
Trincomalee	181.00		1927	