

**MATARA-BELIATTA RAILWAY-EXTENSION;  
PART III  
- A HIGH QUALITY MODERN RAILWAY-LINE  
AT EXORBITANT OVERALL CAPITAL  
EXPENDITURES WITH NO RETURN  
OF THE MASSIVE INVESTMENT  
COSTS**



**By Dr. F.A. Wingler  
January 2019**



# MATARA-BELIATTA RAILWAY-EXTENSION - A HIGH QUALITY MODERN RAILWAY-LINE AT EXORBITANT OVERALL CAPITAL EXPENDITURES WITH NO RETURN OF THE MASSIVE INVESTMENT COSTS

On 04<sup>th</sup> of January 2019 a Chinese build DMU, Class S 11, made a Maiden- and Test-Run for local passengers between Matara and Beliatta:



With this 26 km extension Sri Lanka got the first time a modern high quality rail-track design. The track is resting on a broad over 8 m wide and well drained formation with a thick sub-ballast and ballast bed. The 60 kg 880 MPa rails are of European standard E 1/R260, rolled in China, flash-butt welded to a Continuous Welded Rail Track (CWR) and laid on Indian concrete sleepers with Indian galvanized MARK III ERC Fastening. The turnouts are manufactured in India and of 1 in 12.5 geometry with long curved tongue-rails and sturdy cast manganese-iron Vee-crossings. The point-motors are coming from Australia. The switch expansion joints are of the last Indian design delivered by **Rahee** Industries, Kolkata.

On 19<sup>th</sup> January 2019 the author went on a fact-finding inspection tour; see attached Picture Gallery. The rail-track is ready. However, not all point-motors mounted. The infrastructure with signaling system, electric power supply and railway stations with their road access had not been ready in operational conditions. Works had been still going on:





Perfect ballasted Rail-Track on deep Sub-Ballast and broad Formation = **a teaching shining Sample for reengineering, modernising and refurbishing the ailing, un-sound and un-healthy poor ballasted and drained Rail Tracks of Sri Lanka Railways; see Pictures on Page 7.**





Indian 1 in 12.5 Turnout with Point-Motor manufactured in Australia



Indian CMS Vee Crossing



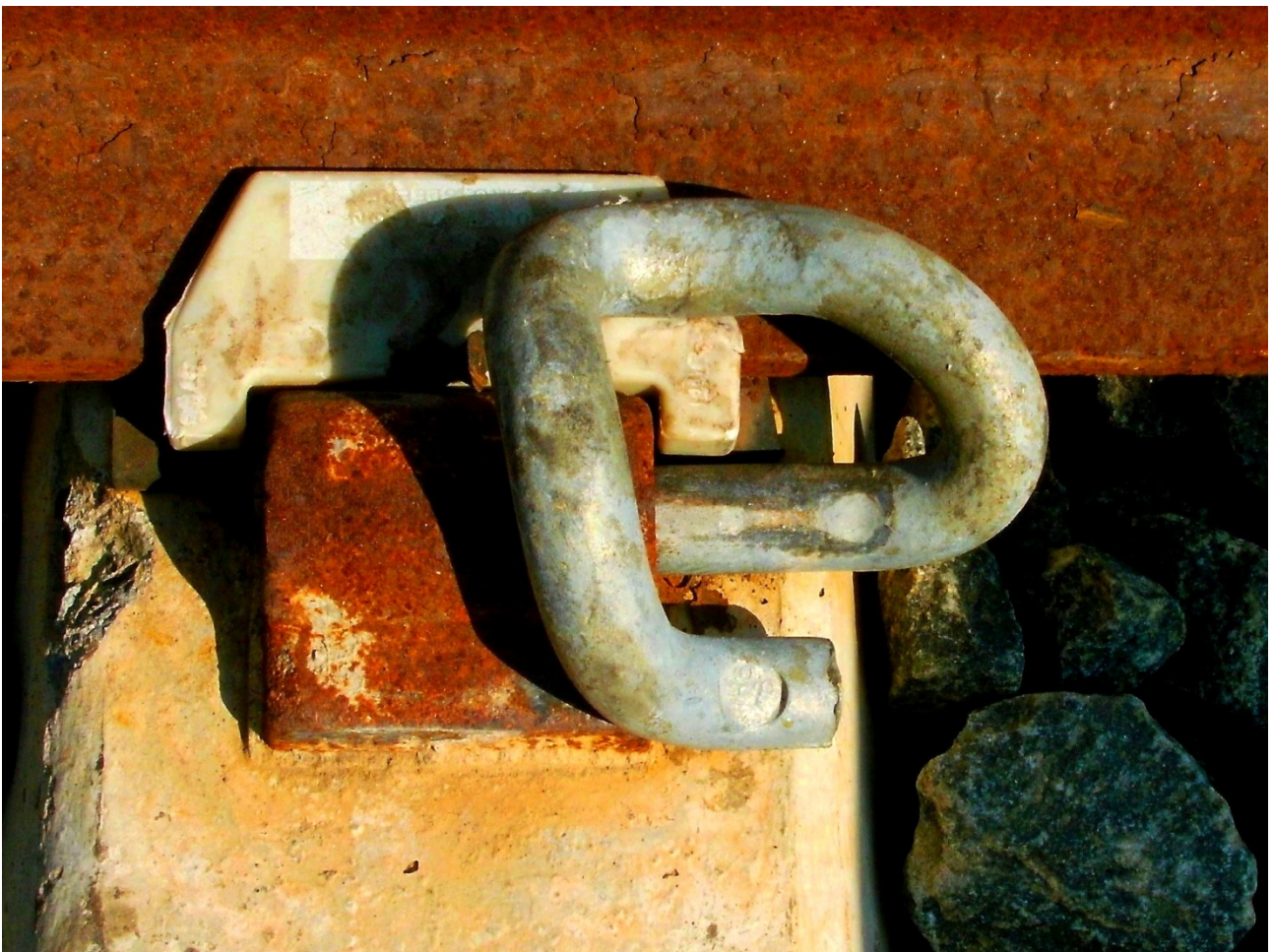
Indian Switch Expansion Joint

Some of the Indian manufactured galvanised MARK III ERC Rail-Clips are still inserted in the shoulder-plate housings the wrong way from left to right instead from right to left, and some Clips have already loosened:





Wrong inserted Mark III ERC Rail-Clip



Correct inserted Mark III ERC Rail-Clip, but already loose

The Railway Stations are provided with long platforms with solid roofings. The double store station- and halt-buildings can be attributed with the adjectives ***“gorgeous, superb, opulent, impressive, magnificent and***



**splendid**” in no relation to the economy and dwelling density of the remote region. International publications figure the overall investment costs for this 26 km line of up to 1000 Million (one Billion) US Dollars.

This capital investment sum should have been better invested in modernization and upgrading of the dilapidated rail-tracks and stations in deplorable state-of-affairs of the country.

At least, the superb **Matara-Beliatta Railway Extension** can now serve as a shining teaching sample for Srilankan Railway Engineers for how a modern Railway-Track and Infrastructure have to be designed, engineered and constructed. The track-features used on the Beliatta section should now be used for upgrading the ailing rail-tracks under the Colombo Suburban Railway Project (CSRP); see F.A. Wingler **COLOMBO SUBURBAN RAILWAY PROJECT (CSRP) – an ambitious Project; applicable and feasible technical Solutions**; published on: *January 20, 2019* free for download under <http://www.drwingler.com>; see also page 7 of Picture Gallery.

### PICTURE GALLERY



A well ballasted and drained new Rail-Track



**Ailing, un-sound and unhealthy SLR "Ballast-less" Tracks waiting to be refurbished according the Features of the Matara-Beliatta Rail-Track**



**Ailing SLR "MAIN-LINE" Rail-Tracks waiting for Ballast, Sub-Ballast and Drainage.**





Track with Guard-Rails on elevated Concrete Deck Structure over Nilvala Flood-Plain



Elevated Structure over the Nilvala Flood Plain





Weherahena Railway Halt under Construction



Weherahena Railway Halt under Construction





Weherahena Railway Halt under Construction



Indian 1 in 12 Turnout with Australian Pointmotor at Kekanadura





Wrong and correct inserted Rail-Clip, Kekanadura



Wrong inserted Indian Mark III Clips at Kekanadura





Kekanadura Railway Station in Progress



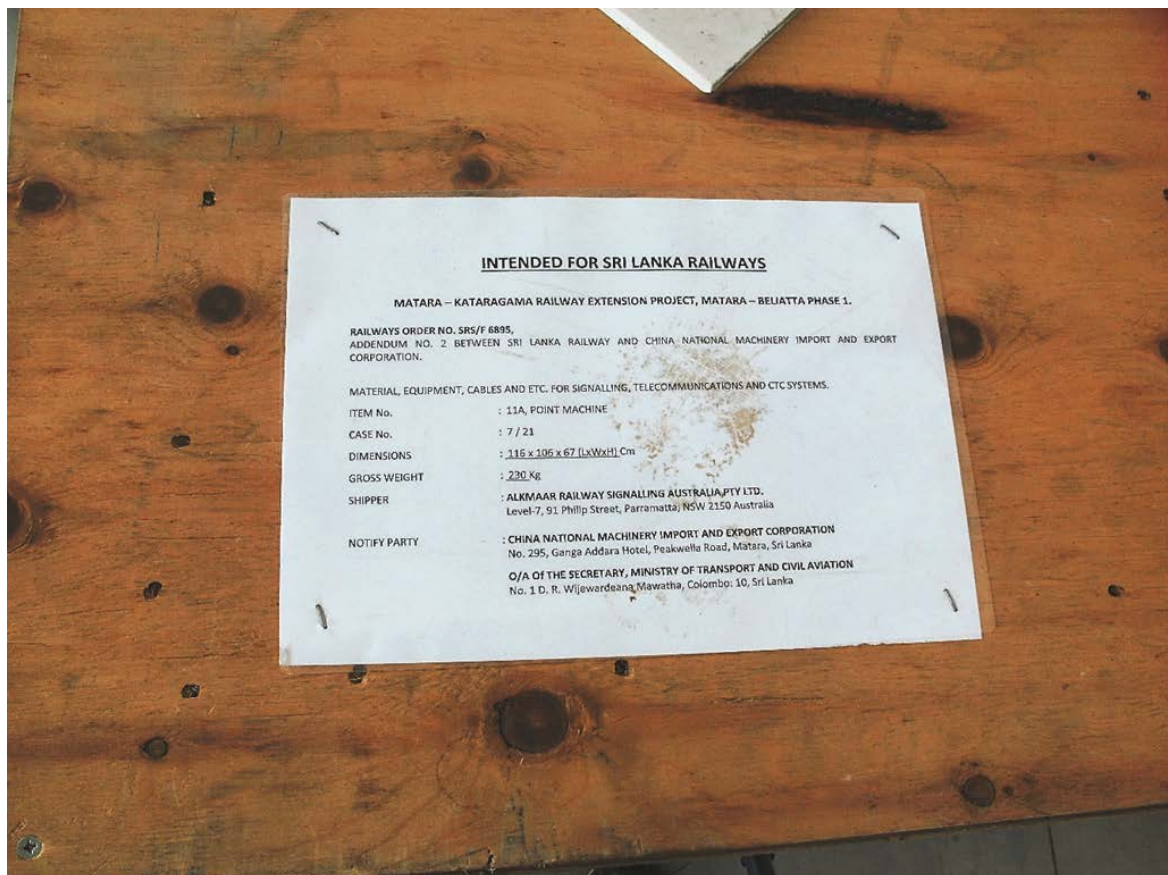


Powerline not yet connected at Beliatta



Beliatta Railway Station in Progress





Australian Point-Motor at Beliatta still in Boxes





Walasgala Railway Station in Progress



Beliatta Railway Station in Progress





Beliatta Railway Station in Progress





Works at Beliatta Railway Station in Progress