


**Special Runs:**

- 1. Rail ferry to India:** Talaimannar (I).
- 2. Port:** Kankesanthurai, Trincomalee, Colombo, Galle, Hambantota\*
- 3. 1-3: Tea:** Nuwara Eliya, Badulla, or either of the hexes marked 'T' (Gampola & Hatton).  
(Optional: add the other 'T': Knuckles Range)
- 4-6: Cement:** Kankesanthurai, Aruvakalu, Puttalam, Galle, Hambantota\* or Trincomalee\*.
- 4. 1-3: Coconuts:** Puttalam, Chilaw or Kurunegala.
- 4-6: Rubber:** Yatiyantota, Ratnapura or Kalutara.
- 5. 1-3: Buddhist pilgrims:** Anuradhapura, Polonnaruwa, Kandy, Badulla, Kalutara, Kataragama.
- 4-6: Hindu pilgrims (Pancha Ishwarams):** Kankesanthurai, Trincomalee, Mannar, Chilaw, Matara
- 6. 1-3: Colonial forts:** Jaffna, Trincomalee, Batticaloa, Galle or either of the 2 hexes marked 'F'.
- 4-6: UNESCO World Heritage sites:** Anuradhapura, Polonnaruwa, Sigiriya (S), Dambulla, Kandy, Galle.

\* Optional rule: In postal games, only available in Rounds 10-12.

**Special Rules:**

- **Minimum race length:** 4 hexes
- **Lakes & estuaries** uncrossable, except where marked  cost = +\$3
- **Aruvakalu-Kalpitiya ferry:** \$4 to buy (1 player only), \$4 to rent.  
Racing: 1 die pip to load, 2 to move, 1 to unload.
- **Adam's Peak** has no effect on play.

**Start:**

- 3 players:** all in Colombo\*.
  - 4 players:** all in Colombo\* ; or Colombo\*, Jaffna, Trincomalee, Galle.
  - 5-6 players:** Colombo\*, Jaffna, Trincomalee, Kandy, Galle.
- \* More than 1 player can start in Colombo. In Round 1, those players may only build out of one of that city's hexsides.

Legend for terrain types:

- Clear:
- Mountain:
- City:
- Half-city:
- River:
- Lake:
- Estuary & crossing:

# SRI LANKA

by B.R. Whyte 1998. Version 2, June 2021  
 Creative Commons Attribution-ShareAlike 4.0 International Licence  
 For 3-6 players Scale: 1 hex = 8.5 km across  
 A map for use with *Railway Rivals*®,  
 a boardgame designed by D.G. Watts © 1973, Rostherne Games

## HISTORICAL NOTES

Sri Lanka's railway system began as Ceylon Railways in 1864, with a 54-km 5'6' gauge **Main Line** from Colombo to Ambepussa (H33), which was extended to Kandy in 1867. From Peradeniya (M33), a branch was built south through the highlands to Nawalapitya (L36/L37) in 1874, extended to Nanu Oya (O37) in 1884, Bandarawella (S38) in 1894, and on to Badulla (1924).

The **Southern Line**, along the southwest coast from Colombo to Matara, opened in stages between 1877 and 1895. A planned extension to Tangalle was never realised. The Indian Ocean tsunami of 26 December 2004 destroyed much of the track, and more than 1500 people were killed when a packed passenger train was hit by the wall of water. The line was completely rebuilt by 2012, reducing travel time between Colombo and Matara from 3h40m to 2h. In 2013 construction began on an extension from Matara to Kataragama, primarily to serve the Chinese-funded port/airport development at Hambantota. The line opened as far as Beliata (N48) in 2019.

The **Northern Line** to Jaffna and Kankesanthurai branched off the Colombo-Kandy line at Polgahawela (I31/I32), reaching Kurunegala in 1894 and Anuradhapura in 1904, connecting in 1905 with construction southwards from Kankesanthurai. A planned spur to Point Pedro was never constructed. Several trains were attacked in the 1980s during the civil war, and after 1990 no services operated north of Vavuniya. In 1993 an 11-km branch opened from Anuradhapura to Mihintale. The Northern line was reconstructed from 2009, and fully reopened in 2015.

The **Mannar Island Line** was opened in 1914, built northwestwards from a point (K16) on the Northern Line. A proposed rail bridge over the Adam's Bridge island chain was never built, so connection was made via a rail ferry, until that was halted in 1990 due to the Sri Lankan civil war. The line was rebuilt and reopened in 2015.

The 2'6' gauge **Kelani Valley Line**, running east from Colombo to Yatiyantota was built 1900-02. A branch SE from Avissawella (H37) through Ratnapura to Opanake opened in 1912. The Avissawella-Yatiyantota section was removed in 1942, and the line abandoned beyond Homagama (E37) in 1973. Services were restored as far as Avissawella in 1978, which section was also regauged to 5'6' in 1992-96.

A second narrow-gauge line, the **Uda Pussellawe** railway, only 34 km long, was built in the highlands in 1900-02, to connect Nanu Oya (O37) to Ragalle (Q36) via Nuwara Eliya. It included Sri Lanka's highest rail elevation (6836' = 2084 m). The line was removed in stages 1942-48 and has never been rebuilt.

The **Puttalam Line** up the west coast, from Ragama (D36) on the Main Line to Puttalam, opened in stages to Negombo (1909), Chilaw (1916) and Puttalam (1926). In the 1960s the line was extended further north to Periyanaagavillu (km 133), where it split into two short spurs: one curving west to a cement quarry at Aruvakalu, and one heading NNE to Illavankulam on the edge of what is now Wilpattu National Park. There is also a short eastward spur on the southern edge of Puttalam town, to a cement factory.

The **Trincomalee** and **Batticaloa Lines** opened in 1927 and 1928 respectively. A single line branches off the Northern Line at Maho (J26), heading northeast to Galoya Junction (Q22), where it forks to Trinco and Batticaloa. The latter was originally built to a lighter specification but was upgraded to take standard loadings in the 1950s. The Galoya-Trinco section is 70km long, and the Maho-Batticaloa section is 212 km. In the 1990s an Iranian-funded project proposed extending the Batticaloa line down the east coast to Pottuvil; some earthworks were commenced, but the project was abandoned. In 2013 it was proposed to shorten the line between Trinco and Colombo by rerouting the line to parallel the near-straight Colombo-Kurunegala-Dambulla-Trinco highway.

As part of the **Mahaweli Development Scheme** (irrigation, hydroelectricity, land settlement) begun in the 1960s, a new branch was proposed from Mannampitiya (V25), following the river upstream to Mahiyangana, with a future prospect of linking to Badulla, and, through Wellawaya, to Kataragama and Opanake. Some jungle clearing and embankment-building was begun before the line was abandoned in favour of road construction. The section to Mahiyangana is nevertheless shown, as if completed, on a number of government and commercial maps.

The towns shown on the map are all connected by former, existing, or currently proposed railways, except Mullaittivu, Pulmoddai, Maha Oya, and Monaragala, which are included to ensure that the geographic spread of towns covers the few gaps left by the existing/proposed network, and thus give players more strategic options. Kalpitiya, never linked by rail, has long been linked to Aruvakalu by a passenger ferry as shown; the tea plantations of the Knuckles Range have never had a direct rail connection.