



Surviving Colombo Port Commission Locomotives (5' 6" gauge)

Originally called Colombo Harbour Works until 1913, Colombo Port Commission until 1979, and currently Sri Lanka Port Authority. Information based on original list produced by David Hyatt Oct 2004, James Waite/Thomas Kautzor's visit Jan 2010, Nalin Abeysinghe's visit Dec 2010, PTG tour visit Jan 2013, info posted on Facebook & International Steam website late 2014, and the LCGB Jan 2015 tour.

The following information is provided in good faith after consultation with other knowledgeable enthusiasts, and any omissions or errors are purely mine.

Number	Type		Date	Builder	Works Number	Current Location	Comments
	Wheel	Cyl / HP					
2 (2nd)							
	0-6-0T	17 x 22	1920	Hunslet	1408	Colombo Terminus Station Museum	

Jan 2015



Jan 2015



3 (2nd)	0-4-0ST	12 x 18	1937	Hunslet	1852	Rambukkana	Converted to oil firing 1964. Plinthed near to the railway station
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Jan 2013

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4 (2nd)	DE Bo-Bo	380HP	1944	General Electric	27664	SLPA Running Shed	Stored incomplete (ex IGR 6508)
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6	0-4-0ST	10 x 15	1894	Hunslet	616	SLPA Running Shed	Stored
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8	0-4-0ST	12 x 18	1896	Hunslet	653	Diyatha Uyana Park	Converted to oil firing 1964. Now part of a Food & Juice court at the head of a train adorned with a main line cowcatcher
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9	0-4-0ST	12 x 18	1898	Hunslet	688	SLPA Running Shed	Converted to oil firing 1964. Stored – Reserved for proposed Port Museum.
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10	0-4-0ST	10 x 15	1899	Hunslet	689	Colombo Terminus Station Museum	
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11	0-4-0ST	10 x 15	1899	Hunslet	690	Shop 26, Dematagoda	Went to OFC, 196x? Cosmetic restoration for the new National Railway Museum
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13	0-4-0ST	12 x 18	1945	Bagnall	2823	Dematagoda	Dumped incomplete. Has CPC No.5 painted on cabside. Ex RN Trincomalee, sold to OFC 1950, loaned to CPC 1950/1954
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17	DH B	307HP	1964	Andrew Barclay	492	SLPA	
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18	DH B	307HP	1964	Andrew Barclay	493	SLPA Running Shed	Repair/Stored
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19	DH B	307HP	1966	Andrew Barclay	513	SLPA	
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NOTE: (2nd) = Second loco to use that number. David Hyatt records that one source reported locomotives No.2 & 3 were at an unspecified time numbered No.14 & 15, but a builder's document dated 1922 shows a 0-6-0T carrying the No.2

It is likely that No.13 was renumbered as No.5 (2nd) but that remains unconfirmed for now

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Chris Cairns, Glasgow, January 2015