

PHILIPPINE NATIONAL RAILWAYS ROLLINGSTOCK STATUS

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Our aim is to research Philippine railway history and current developments and share this with members of the 'Philippine Railway Historical Society;' and others who have an interest in the railways of that country.

We do this by way of our websites, forums and publications like this one.

All that we do is free of charge, our payment being solely the enjoyment we get from learning and meeting similar people with similar interests along the way.

This rolling stock file is compiled through the editors personal notes, PRHS forums and other web based sites and forums that exist.

For their help in compiling this edition I would like to thank the following:

Michael Cacho, Arvin Danganan, Amadeos Pelayo, Sonny Sancha, Brian Young and the Philippine Railways (Railfan Group) Facebook forum.

Special thanks to the management and staff of the 'Philippine National Railways' for their regular help and generosity while I am travelling in the Philippines.

PRHS DATABASE PROJECT

This ongoing project is aimed at compiling all known locomotive and passenger rollingstock information from the commencement of dieselisation until today.

It will be available to museums, archives and other interest groups once we reach a level where all things currently known are included. However the project will never end as more will be learnt and added as time progresses.

We need your help:

Photos - Notes - Documents - Personal Sightings

No matter how insignificant they may seem, every little piece is important and may just help us answer some of the MANY questions that remain unanswered.

If you can help us with some locomotive and rollingstock information, please contact us at:

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DMR-04 Pasay Road 5-11-2012 Brad Peadon PRHS.Society@gmail.com



Kiha 52 set at Pasay Road

Brian Young

Class 59 Tutuban Brad Peadon PRHS.Society@gmail.com



PNR DIESEL MULTIPLE UNITS

The early 2000s pretty much saw the end of self propelled units with the ability to propel themselves.

The CMC/CTC class had all become loco hauled, while reported traction motor problems saw the remaining per-way allocated CMC-201 being loco hauled, and the inspection train (IC-888, TA-5, MCBP-4) stored for many years in Caloocan Workshops.

However 2009 was to see a resurgence. Firstly six three car sets built by ROTEM were delivered as part of the, as yet unfinished, linkage project.

These were followed in 2011 by a number of second hand Japanese Kiha 52 class, and one Kogane 59 class, sets.

ROTEM DMR/ITR (Photo 1):

In 2009 six sets of three car (DMR-ITR-DMR) ROTEM (South Korea) built cars were delivered new to the Philippines as part of the Caloocan to Alabang 'Linkage Project'.

These vehicles were a major leap forward in technology over the earlier CMC/CTC sets.

Tests were being conducted during my 2009 visit, and February 2012 they were heavily involved in Tutuban to Alabang services.

A few cars were noted out of service in November 2011, the most notable due to a collision with a Coca Cola truck that saw the power units cab destroyed. This unit was awaiting a new cab.

Kiha 52 (2nd Photo):

During 2011 a number of Kiha 52 class were delivered second hand from Japan. Not long after the three car red/cream set was doing trials and ran a service down to Naga.

It has since been noted on some local runs to Alabang, supplementing the ROTEM sets that are struggling to handle the available loading.

The fleet has been undergoing repainting into the current PNR blue and gold livery.

There is a distinct resemblance between these and the earlier, but much younger, CMC/CTC class.

Kogane 59 (3rd Photo):

Certainly the most impressive of DMU currently in the PNR fleet, this sole three car Kogane set has done a trial trip down to Naga following fitting of grills to the windows.

While originally rumoured to be used for special services and inspection duties, 2012 saw it enter service on overnight runs between Manila and Naga until rain damage saw this line closed again later in the year.



OTHER DMU VEHICLES

The PNR has a number of DMU vehicles on the books that are currently incapable of self propulsion.

In 2009 the reason given was usually a lack of traction motors, resulting in the few survivors being limited to being loco hauled.

However, in some cases, usage has not occurred for many years.

IC-888 (1st Photo):

Originally reported to be one of the former PNR bullet shaped DMUs, local researcher Arvin Danganan believes they were a rebuild of the GRACE type vehicles.

Last seen in use during a 1999 visit, subsequent visits since 2004 have seen it sitting unused in Caloocan workshops.

With the newly delivered Kogane Class 59 earmarked as an inspection train, the future of the IC, and its TA, seems uncertain.

CMC-201 and MC-333 (2nd and 3rd Photos):

Allocated to Tayuman and Lucena respectively, these two vehicles are used for maintenance services and now days are locomotive hauled, reportedly due to traction motor problems.

In the case of MC-333, it is unknown how far away she is from the ability to be self propelled. She is, however, the last of her type known to be in existence and a prime candidate for preservation.

MCBP-4 (Scrapped):

(Motor Car Baggage Power). The last of her type, and allocated to service with IC-888 sand TA-5, was scrapped during 2010. Thus resulting in IC-888 having to be turned if ever used again.

ORDERS AND DELIVERIES

* A number of Phase 2 ROTEM cars were reported by PNR to be arriving in 2009. As of publishing there has been no further word.

As of February 2012 this seems to be unlikely, with the Linkage Project seeming to have stopped.

* During 2012 there was talk of more rollingstock coming from Japan. Again, as at time of publishing this has failed to occur.



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CAR-2 Pasay Road 5-11-2011 Brad Peadon PRHS.Society@gmail.com

PNR PASSENGER ROLLINGSTOCK

Line closures and suspensions over the years has seen a huge reduction in the amount of rolling stock needed.

Despite efforts to preserve these important items, the last two years has seen the extinction of the 7A (Original), 7E, 7SE and MCBP class.

During 2012 rain damage again caused significant damage to the Bicol line. At least one bi-level sleeper and newer ex-Japan single level cars rolled over. While there were some injuries, there was thankfully no fatalities.

The line is expected to reopen all the way to Legaspi during 2013.

NOTE: Not all classes are shown here. A small number of baggage and baggage/power cars are excluded and may feature in future issues of this publication.

7A/NR/CAR Class

NOTE: A full listing of former Japanese numbers Vs PNR numbers is being compiled in a, as yet unpublished, carriage information file. This file is in the process of compiling and will regularly be updated as information comes to hand.

7A (1st Photo)

Arriving around the the start of the new century, the 7A class is made up of former Japanese 12 and 14 class rollingstock.

Having spent many years both on Metro Manila, Laguna and Bicol services, they have been largely replaced by the Korean built ROTEM DMUs and, more recently, supplemented by the new Kiha DMUs..

The last regularly used set of 7A type carriages was withdrawn from the Binan service during 2012 and placed in storage at Caloocan. The future of these cars is not currently known.

See also CAR class.

NR Class (2nd Photo):

Arriving second hand from Japan in 2004, these carriages were classified NR, despite being identical to the 7A above, and were mostly used on services to Bicol before this service was suspended in 2006.

Currently the NR class, save for a few outlined below, sit around Manila awaiting use.

See CAR class.

NR-01 Santa Rosa Refurbishment (3rd Photo):

The sole example of what was to be a project to refurbish all the NR class carriages from Japan. Famous bus builder Sta Rosa got the contract, but it did not proceed beyond the prototype in 2009.

NR-01 now sees use on the renewed Bicol Express to Naga.

This carriage was repainted blue/gold and renumbered CAR-1 early in 2013. This has resulted in a second CAR-1 in the fleet.

CAR Class (4th Photo):

This fleet of only five vehicles (CAR-1 - 5) are the result of a cheaper refurbishment undertaken on 7A and NR class stranded in Naga following Typhoon Reming in 2006.

The refurbishment was not to the extreme of NR-01 (now the second CAR-1), however they did get a tidy up and a repaint into the, then, new Filtrack livery (this livery also being applied to the two captive locomotives there). CAR-1 was in Caloocan Workshops with her numbers removed as of February 2013.



NR Type Diner (1st Photo):

This carriage arrived second hand from Japan in 2004 with the NR class stock but sat disused at Caloocan Workshops until refurbished for use on the Bicol Express in 2011. It carries no Philippine coding at the current time, but was 12-801 In Japan, this number being removed during the refurbishment. It appears to see random use on the Bicol run, only once being noted during the four times we saw the train in November 2011.

14 Class Sleepers (2nd Photo):

A number of these bi-level sleeping coaches arrived second hand from Japan in 2011 and have since entered service on the Bicol Express service to Naga.



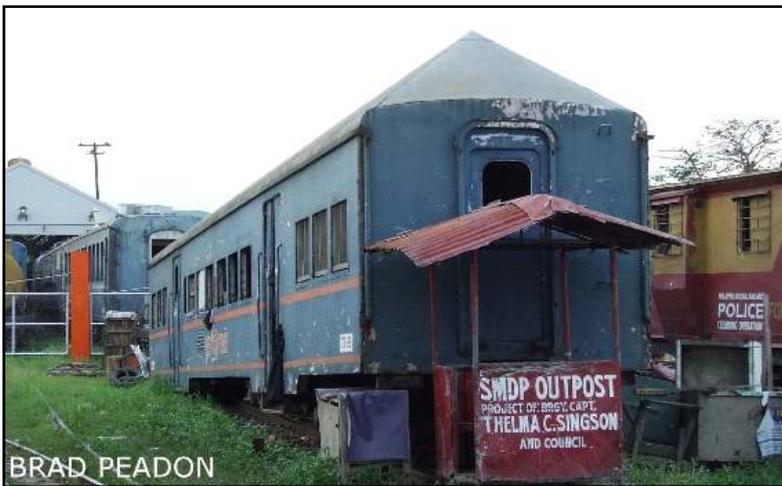
7BP:

Baggage/Power vans for Bicol services, but were not noted in use as off November 2011.

CMC/CTC (3rd Photo):

Scrappings in 2010 saw the near extinction of these former Japanese DMUs. A couple remain in departmental use (Manila, Lucena, Naga), a few more laying around Manila in various states of disrepair. Two were derelict at Caloocan workshops in 2010, but growth made inspection during November 2011 hard. It is hoped that a 3 car set can still be formed for preservation in the future.

One last self-propelled capable CMC remains, CMC-201 (see DMU page), though due to mechanical issues it is currently locomotive hauled



7C Class (4th Photo):

Nearly extinct class, the few remaining either used for works service or in very bad condition. In November 2010, one was noted very derelict at Tagkawayan, another in use at Naga for track work duties and another that has been up on stilts since before 2009. These carriages were last noted in service during a visit in 1999. A reduction in services saw them all set aside by 2004.





202-113 Tutuban (New Carriage) 10-11-11 Brad Peardon PRHS.Society@gmail.com

202/203 Class EMUs (1st Photo):

Around 20 second hand EMU cars were delivered second hand from Japan during 2011.

As of February 2013 two sets have come into service, with one carriage on each set fitted with generators for carriage power.

These sets see use on local runs to Alabang and the daily run to Binan.



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PC 286 (2nd Photo):

Arguably the most historic car in the PNR fleet.

Former presidential car of Ferdinand Marcos.

This historic piece remains locked up at Caloocan workshops, with nobody seemingly aware of where the key is located.

Officially it awaits repair on the PNR register as of 2010.

Where it is built is unknown, but suspected to be Japan. It is also unknown if it was purpose built to be the luxury car, or if it was fitted out at a later date.

More information would be appreciated.



TA-5 (with IC-888) Caloocan Workshop 10-11-2011 Brad Peardon PRHS.Society@gmail.com

TA Class (3rd Photo):

The sole survivor of her type, TA-5, has sat unused at Caloocan workshops with her powered mate IC-888 (see DMUs) for many years.

She was the intermediate car, being sandwiched on the other end by the last MCBP (Motor Car Baggage Power), until this vehicle was scrapped in 2010.

Observation Car:

Another sole survivor is the observation car based at Hondagua and used for track work duties (certainly the most fancy trackwork vehicle in the country).

This car was one of at least four that once plied the rail network to the north and south of Luzon.



Dormitory Car 2009 Brad Peardon PRHS.Society@gmail.com

Dormitory car (4th Photo):

Another carriage that causes a lot of speculation is the dilapidated old dormitory car that sits around Tayuman yard and used as a residence.

It is the last surviving example of the 'Metropolitan' (UK) build carriages that were delivered to the Philippines, thus making it historically important for preservation already.

It is also the sole example of a 6 wheel bogie coach in the country.

There has been some speculation that this carriage was once the presidential car ABB-1, however photos of both appear to show the dormitory car to be much longer between bogies.

So this mystery continues.

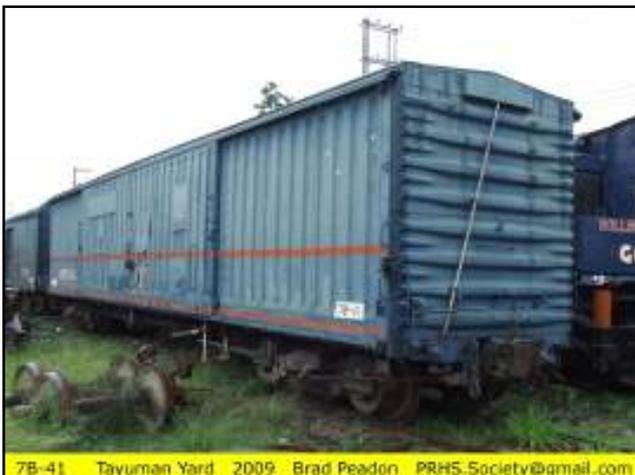
PHILIPPINE NATIONAL RAILWAYS FREIGHT VEHICLES

Rail freight services in the Philippines are almost none existent since the cessation of the private container train from Laguna to North Port.

The rollingstock on this page is used, if used at all, mostly for PNR operational and maintenance purposes.

NOTE: Not all types and variations are shown. These are the main types, but there are some variations in crew vehicles (Lucena and example) and classifications across the system.

CLASS	TYPE	LAST SEEN	NOTES
BC	Box	2011	In 2007 there were officially 35 on the books, however their actual numbers seem to far outweigh that. Today, although seeing little use, they can be found in yards over the whole system. At least two have been converted for crew use. Made in Japan. A couple of this class have been converted for crew usage and are utilized on track maintenance and breakdown duties.
GC	Open	2011	These open wagons appear mostly used for ballast duties, while scrap has been noticed as part of their loads during the clearing operations. Some are named for the Hondagua Division, a trackwork base in the Quezon region of Luzon.
FL FH FSC GC	Flat	2011	All near identical flat cars, these vehicles are numerous in numbers from Manila through to Naga. According to builders plates they were built in Japan, the reasons for the multitude of different classes is unknown.
FL	Open With handrails	2010	See above. Appear to be just a quick conversion of only a couple of the flat wagon types.
TC TF	Fuel	2011	A handful of these tankers still exist, mostly within Tayuman yard, but also one very well kept example in Naga. (2010). One in Tayuman was said to hold diesel for the railcars and likely the locomotives. All were built in the United States, giving them a very similar look to others of their type in that country.
TW	Water	2009	The sole WT, currently isolated in the disused Calamba shed, was used for hauling water. Believed to be identical to the TC/TF, but washed out for water usage.
7B	Boxcar	2011	Two (?) boxcar type vehicles were sent to the Philippines from Japan at a time thought to be in conjunction with the shipping of PNR 7A or NR class rollingstock. One was noted in 2009 carrying the code 7B-41 and painted in PNR blue with red lining, but was not noted during the recent 2011 trip. It is thought that it still exists. A second one was sitting disused inside the smaller Caloocan workshop in late 2011. This one remains in its former grey colour and still carries its Japanese number 10147. See photos below.



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FL
Flat car with handrails



GC
Open Wagon



FL
Flat wagon

BC
Box car

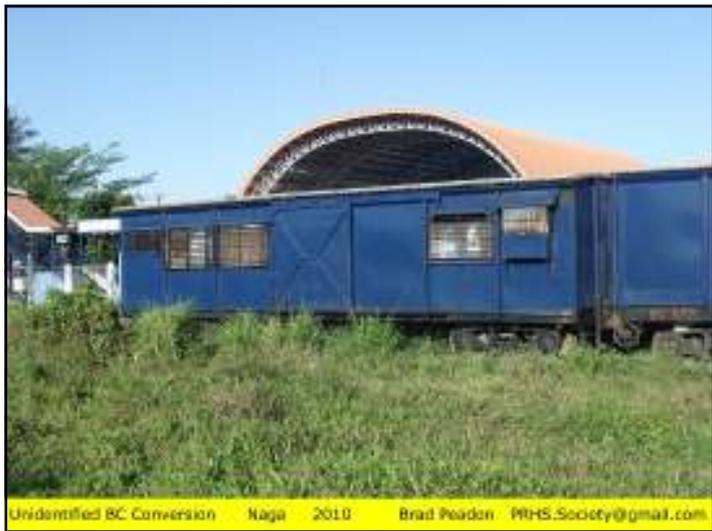




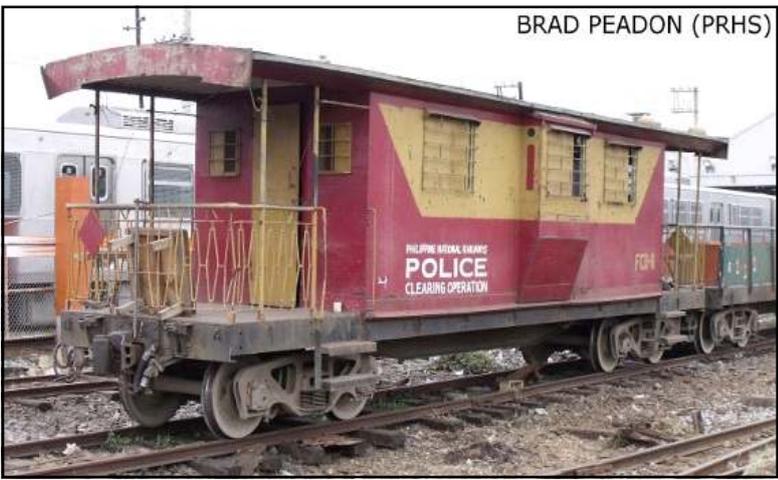
TF
Tank Car
Note: The yellow H on the underframe was an identifying mark for rollingstock formerly planned for preservation.

**PHILIPPINE NATIONAL RAILWAYS
DEPARTMENTAL VEHICLES**

CLASS	TYPE	LAST SEEN	NOTES
BC616	Box	2011	This Boxcar was converted into a crew vehicle for use in works train services. It is normally teamed with CMC-201 and is painted in an attractive orange livery with white and blue lining.
BC	Box	2011	Another similar conversion was noted painted in dark blue during its enforced stay in Naga following Typhoon Reming in 2006.
FCD	Caboose	2011	These interesting vans may look very American, but builders plates tell you they were built in Japan. Underframes look virtually identical to the flat wagons above. They can be found in major yards across the system



Unidentified BC Conversion - Naga - 2010 - Brad Peadon - PRHS.Society@gmail.com



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CAR-1 (Formerly NR-01)
Our first look at the Sta Rosa Rebuild following painting into PNR's blue and gold livery.
Photo: Michael Cacho



CONTRIBUTIONS/ADDITIONS

These are always needed and would appreciate your sending them to PRHS.Society@gmail.com. We are also working on current and historic lists covering known information on PNR locomotives, DMUs, and rollingstock, as well as the overhead railway operations. Your contributions will be acknowledged.



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