

# 'ALONG DA RILES'

ISSUE - #3

OCTOBER 2009



Considered to be quite the heroes by local railfans and certainly much to thank for the recent changes to the ailing 'Philippine National Railways', PNR Chairman Michael Defensor and General Manager Manuel Andel certainly seem to be enjoying their trip to Buendia on DMR-01 ITR-01 DMR-02.

They have not rested with this event either, Mr Andel has gone on to announce many other exciting plans for the future of railways in the Philippines, plans we all are greatly looking forward to.

*Photo:*

*14-07-2009*

*J.C. Salamat*



The editor would like to dedicate this issue of 'Along Da Riles' to one of the worlds most incredible woman.  
**President Corazon Aquino.**

Official publication of the  
'Philippine Railways Historical Society'  
PO Box 181, Matraville 2036, NSW Australia

---

**Editor: Brad Peadon**

**Philippine Railway Historical Society**  
(formerly: Railways and Industrial Heritage Society Phils Inc 'ANZ Chapter')  
PO Box 181, Matraville 2036, NSW Australia  
Society Email: [PRHS.Society@gmail.com](mailto:PRHS.Society@gmail.com) Website: <http://PRHSociety.blogspot.com>  
Newsletter Only: [philippinerailwayhistorical@yahoo.com.ph](mailto:philippinerailwayhistorical@yahoo.com.ph)

#### THIS ISSUE

- 1 - Cover
- 2 - Index, Presidents Report
- 3- Abandoned Railways  
by David Phillips.
- 4 - Darmortis Station  
Then and Now
- 5 - Fast Track  
Inauguration Special
- 6 - Fast Track News
- 7 - Changing Times On The  
PNR.
- 8 - Buffer Stop  
Rail Mail

#### PRHS President

Brad Peadon

#### Vice-President / Treasurer

Bill Sullivan

#### Marketing / Membership

Paul Hornby

#### Secretary

David Phillips

#### Board

Nathan Chapple

Terry Cassidy

#### SOCIETY UPDATE

We would like to welcome new member Jeffrey Harrison.

PRHS Membership:  
Cheque (Australian Dollars) made  
out to:  
RIHSP(ANZChapter)I

**PAYPAL NOW ACCEPTED**

### PRHS President's Report

Hello everyone and welcome to issue #3.

'Along Da Riles' is an ever evolving process and the quality of the photos in issue #2 were disappointing enough for me to try out different ideas in this issue.

I do apologise to readers for this photograph quality, I do continue to learn and welcome any suggestions, or offers to help.

We have made some major changes in the last few months, the most obvious being the changing of name to the 'Philippine Railway Historical Society'.

The reasons for this have been two fold, first and foremost the confusion it was causing many, including the PNR and RIHSPI members themselves, about who we actually were.

While we were set up as a autonomous group separate to the RIHSPI in the Philippines, many saw us as exactly the same group. While this is not a problem in itself, given we have different ways in Australia the Philippine society was often brought to answer for things not quite understood in the differing culture.

While we have changed our name, the goal is still the same. That is to help, where we can with Philippine preservation.

The second area of concern was that of preservation and where the money was going to.

As a society that wishes to remain fully transparent to its members, we really required full details of what was going on, even by way of a report.

We now feel that we can now prove that we are a separately run society, while being able to allocate funding to specific projects being done by the RIHSPI and other official projects.

For now, cheques for donations and memberships must still be made out to RIHSP(ANZ Chapter)I to fit in with the bank account, while donations can be identified for specific RIHSPI (or other) projects you may have a personal interest in.

---

### CORY AQUINO      1933 - 2009

I was deeply saddened to hear of the passing of former president Cory Aquino. Noted for her ending the dictatorship of Ferdinand Marcos, she has often been referred to recently as the Philippines one true queen.

Our thoughts go out to her family at this time—she was one special lady.

**Opinions made in this newsletter do not necessarily reflect those of the 'Philippine Railway Historical Society' or any of its board and members.**

**All items appearing in this newsletter are subject to copyrite. The contents should not be scanned, photocopied, shared, placed on the internet, without the prior permission of the editor and, where relevant, the author of the original work.**

**Permission to use anything appearing in this publication can be gained by emailing [PRHS.Society@gmail.com](mailto:PRHS.Society@gmail.com) or our publishing email address [philippinerailwayhistorical@yahoo.com.ph](mailto:philippinerailwayhistorical@yahoo.com.ph)**

**Used items should be credited to this newsletter and, where relevant, the author of the original piece.**

# ABANDONED RAILWAYS—OR ARE THEY?

David Phillips

Abandoned railways, or are they?

In the west, we are used to the fact that once the last train has departed, that the railway, and the buildings that served it, return to whence they came, the earth.

The lines are torn up, buildings and bridges mostly removed, and only raised mounds of dirt mark the passage, of where a once useful transport system ran. And, of course, some demolition contractors make quite a sum of money, not to mention various road transportation companies, that feast like blowflies, on a freshly passed beast of sorts.

The Philippines however, sees many of their railways recycled for various and innovative uses.

An exploration of the northern line showed how even though the trains don't run, what remains is made full use of by enterprising inhabitants.

The small station of Buaung had been turned into a child care center, along with a small shop. The children gathered in a mob and proceeded to make steam train imitations, and pointed out where the tracks once ran.

Naturally all the lines have been carried off and used in houses, fences, the odd small bridge, or a goat tethering post.

The trackbed being flat and straight, made a convenient road suitable for junior to annoy the strange foreigner with cries of "Hey Joe, hey Joe" etc.

A constant feature of yard areas was a basketball court, or in the case of the great station at Damortis, several.

These places always attract a healthy contingent of residents of all ages, passing the hours away, while the buildings lay in their deathly slumber, their original purpose vanished.

Yards, being flat and wide, are a convenient location for active sports to increase one's healthy demeanor and libido. Especially, when noticing some of the feminine observers monitoring the proceedings.

Many stations such as those at Dagupan, San Fernando La Union, San Fabian and so on have become residences divided between one, or maybe six, families.

Platform spaces have been replaced with vegetable gardens, or the odd open sewer.

Then there is the prime real estate with water-views.

Between San Fabian and Damortis, in the area of

Alacan, is where the railway ran only metres from the waters edge. People have taken advantage of this, by erecting houses of various sizes on where the railway was, or close to it.

An old couple had spent their life here, and had rebuilt their home after the last typhoon washed it away.

This time however, the raised ground provided a more secure foundation, so it was they experienced perfect sunsets at the end of the day, and the peace of a gently lapping ocean.

When asked about the possible return of the train, they remained philosophical about it all, accepting the need to move if the occasion ever arose.

As for now, a quiet drink or two, a cigarette, and as for fish, just throw the line and wait.

Naturally of course pieces from the old line made their house just that little bit stronger.

And as time passes by maybe one day the engines will return, as for now, life is still provided in a greatly varied form by the railway.

## PASALUBONG ORIENTAL FOODMART

***SYDNEY'S PREMIER FILIPINO FOOD-  
STORE***

**Groceries - Beauty Products - Hot Food - Fili-  
pino Drinks**

**Door To Door Cargo & Money Remittance**

**1073 Botany Road, Mascot 2020 - PH: (02)  
8338 8438**

**EMAIL: [pasalubongptyltd@bigpond.com](mailto:pasalubongptyltd@bigpond.com)  
Website: Coming Soon.**

**Donations can be made to the society at  
Pasalubong  
just look for our donation box in store.**

The 'Philippine Railways SIG' is currently cata-  
loguing all the groups archives and listing them.

These archives will be available to members of the  
PRHS and others for research purposes.

We are always seeking articles, old documents  
(even copies), photos, technical details and anything  
else for inclusion in the archive.



Darmortis station , as seen here on May 1st, is located alongside the main highway from Dagupan to San Fernando, La Union. Photo: David Phillips



# FAST TRACK

News Briefs from around the Philippine Islands.  
Special Inauguration Edition

## PHILIPPINE NATIONAL RAILWAYS

President Gloria Macapagal-Arroyo officially launched the new ROTEM (South Korea) built railcars during a ceremony at Tutuban station on July 14th.

The railcars, built in South Korea, are part of the Linkage project, revitalizing the railway between Caloocan, Tutuban and Alabang.

Also officially unveiled on the day was the brand new PNR logo which appeared on the front cover of our second issue.

Among those attending the event, which also included a ride on the flagship set #1 to Buendia, were the president herself, along with Vice-President Noli De Castro, PNR Chairman Michael Defensor, PNR General Manager Manuel D. Andal and RIHSPI President Jaime Tiongson.

Prior to the big day much cleaning up had taken place. Buendia had a whole team of cleaners descend to give her a full sprucing up, while Quezon victim 7A-2027 had mysteriously disappeared from Tayuman yard, the first of many in her class to be scrapped.

The ride to Buendia reportedly went off without a hitch, local media saying that people from all walks of life stopped to wave and take photos of the new train. It is expected that this was more to do with the president being on board, as the railcars had already become a regular site on the line during tests.

Following the big event the railcars entered regular service, on a limited morning and afternoon basis due to trackwork, as far as Bicutan.

These services have seen a small increase since, with the last locomotive hauled run being the afternoon

service to Binan with a morning return, by the middle of August.

To compete with other means of transport, a very good price of P16 has been set for the full run, which has proved popular if photos of passenger loadings is anything to go by.

It is interesting to note that Laon-Laan and Pandacan have not had their names changed to reflect the stickers placed in the new railcars, with even the official timetables still reflecting the old name.



*Special thanks to Rodney Orca, J. C. Salamat and Jay Tegio for their help with this report and to the RIHSPI who made their coverage possible.*

**Photos:**

*Top: The official train on arrival at Buendia station.*

*Taken by Rodney Orca*

*Middle: Inside a refurbished NR-01 on display at Tutuban.*

*Taken by J.C. Salamat*

*Bottom: President Gloria Arroyo unveils the new PNR logo in front of invited guests*



## EXTRA NEWS

### PHILIPPINE NATIONAL RAILWAYS

The 4th and 5th ROTEM sets arrived in Manila during the reporting period and at least one has been seen out and about by the time of writing.

No word has been received on Sta Rosa's next carriage rebuild, which presumably must be occurring in Calocan Workshops.

By August all services, limited to morning and afternoon peaks, were being operated by the new railcars. The exception being the daily service from and to Binan.

Despite the new railcars still showing Laon Laan and Pandacan as having new names, this does not seem to be reflected on the stations or timetables as yet.

While work has been progressing steadily in Manila, it has been full steam ahead down in Naga with the trapped locomotives and carriages receiving extensive work and a new colour scheme.

The locomotives, 918 and 922, are now both wearing the attractive new colours, as are the trapped NR and 7A type carriages. An interesting variation on the Manila job is the wheel arches above the bogies giving a completely new look.

A number of works trains have operated around the region, with a brief start of passenger services that received unfavourable publicity due to breakdowns and then a derailment, the later causing suspension of these services.

Various media outlets have referred to the locomotives having come from Singapore (incorrect) and the reason for the breakdowns being that the locomotives are too old for the work they are doing. The locomotives are far younger than many locomotives hauling heavy freight around the world nowadays.

### INDUSTRIALS

**The following report was received from Jeffrey Harrison and was made during a September visit.**  
STEAM LIVES!!!!... ..

HPCO (Hawaiian-Philippine Sugar Company) No5 LIVES! the other day I was standing on the footplate and it had 12psi on the gauge, if I had been there earlier in the day would have seen it in steam.... BUGGER!

No5 & No7 are being looked after and kept in going order, you can hire a loco for 15,000Php but you have to give them 1 weeks notice, which is great news!

We could only get into the mill after office hours as there is nobody to guide you around and the person which did guide us did so on his own time after hours, the down side for me was that it started to rain and was 3/4 dark by the time we got out to the engine shed, my photos aren't very good because of it:( HPCO still has about 100km of track out to transfer points and are still using diesel powered trains from there to the mill. infact there was a newly overhauled Plymouth diesel in the shed, looked good, it's lettered as "SSR" (Silay Sugar Railway (I think!))

Anyhow...

Well we have spent 3 full days here in Negros looking for the last of the sugar cane trains, found 20 steam engines and about the same number of them diesel things, the range run from very much not better then scarp to being in steam. Some locos we only saw from from 40 or 50 meters away, some were very easy to get to and the hardest one to see where yesterday at La Carlota, but that netted 6 very nice Baldwins! that took a trip to the town hall to arm twist the local tourism people ;) But that worked, I wasn't going to be turned away after all the time and cost to get there! the sad news is La Carlota has no operational engines and from what I could see yesterday has a track left anyway.

I'll post a full report and photos in November when I've made it home and had time to pick out the best photos from the 600+ I've take here in Negros!

Jeffrey

### **WE NEED YOUR HELP**

'Along Da Riles' is always looking for the following for inclusion.

Photographs - Trip Reports - Historic Articles  
News on current Philippine railway happenings.  
Rollingstock updates and information.

Railway industry news.

MRT/LRT news.

Sugar railway news.

Other news of industrial interest, whether this be other forms of transportation, or historical items on major industrial concerns.

Old documents and tickets (these can be scanned if you wish to retain the original).

Philippine railway modelling topics.

We are also seeking people to write regular MRT/LRT and other transportation columns and a quarterly update on Philippine preservation activities.



### CHANGING TIMES ON THE PNR

Manila local, **Rodney Orca**, recently managed to photograph the cutting of numerous unwanted 7A class carriages opposite the Tayuman locomotive shed. One of a number of sad destruction shots is seen above.

On a more happier note we have the recently repainted 922 which has been stranded down at Naga since the second half of 2006. **Paul Hornby** found her resting in Naga yard during October.



# BUFFER STOP

## VALE: MICK STALGIS

While not actively involved in the society, Mick Stalgis, who I have known since I was born, has long been interested in my railway hobby and often asked how the preservation idea was going in the Philippines.

Mick was one of the kindest and nicest people you could ever hope to meet and will be sorely missed at karaoke nights.

## ADVERTISE IN 'ALONG DA RILES' AND HELP THE SOCIETY.

Our newsletter goes out to members, publishers and rail industry people around the world. For as little as A\$15 you can have an add the size of that appearing on page 3. All advertising costs go to the PRHS and assist our efforts to help Philippine railway preservation.

## COMING NEXT MONTH

Plus much more!

Brad finally gets around to his trip report.

We are hopeful of some photos from down Naga.

Plus all the latest railway news from the Philippines

## LATE NEWS

## THANK YOU

Thanks to Karel Brouwers, Paul Hornby, David Phillips, Bill Sullivan, Daily Commuter and Haposai for help with this issue.

Without your help we would not have a magazine.

## LIGHTER SIDE OF RAILROADING

## CHAT GROUPS FOR PRHS MEMBERS!

You may not realise there is a group on the internet for members of the Philippine Railway Historical Society.

The PRHS Yahooogroup is for members only. Visit the website and put your membership number in the message section when applying.

This group is for historical discussions, updates on magazine and group events, contributions.

Join in today!

<http://groups.yahoo.com/group/PRHS>

## RAIL-MAIL

There was already a large improvement between your first and second issue, I look forward to receiving the next.

The photos need to be improved a bit though.  
AC6000 (via Email)

Editor: Yeah I wasn't happy with the photographs either. I am trying to convert them all to black and white and lighten them this time.