

PHILIPPINE NATIONAL RAILWAYS ROLLINGSTOCK STATUS



**Compiled by - Brad Peardon
Philippine Railway Historical Society
Version 2 - April 2016**

THANKS:

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PRHS Facebook and Yahoogroup Groups.

Department of Science and Technology.
John Wilmer Castillo's Personal Database.
Philippine National Railways
SPECS Foundation Inc

FOREWARD:

Hello/Kumusta,

Welcome to the latest update to the PRHS Rollingstock listing.

While this one is larger than the previous listing, it is just a step towards a far bigger version three. This is planned to be divided into two publications covering DMUs and locomotive hauled rollingstock as far back as the late 80s.

Please note that this project is never 100% complete and will always be ongoing.

For this reason, we are always looking to hear from people who have photos, fleet lists or trip notes to help us fill in the gaps.

If you can help, please email us:

PRHS.Society @ gmail.com (remove spaces)

Only with YOUR help can we work towards a full record of the Philippine railways and share that information with future generations.

Thank You / Salamat
Brad Peadon (2016)

PRHS FORUMS

Since 1999, the Philippine Railway Historical Society has run a number of English speaking forums and websites in an effort to promote the Philippine railfan hobby both in the Philippines and around the world, as well as the learning/ sharing of knowledge and the creation of friendships.

While we have expanded into other areas of interest, our main goals remain the same.

Interested to join in with our great hobby?

Check out these great forums.

PRHS YAHOOGROUP

<https://groups.yahoo.com/neo/groups/PhilippineRailways/info>

PRHS FACEBOOK GROUP (Busiest)

<https://www.facebook.com/groups/120989042040/>

PRHS TRANSPORTATION GROUP

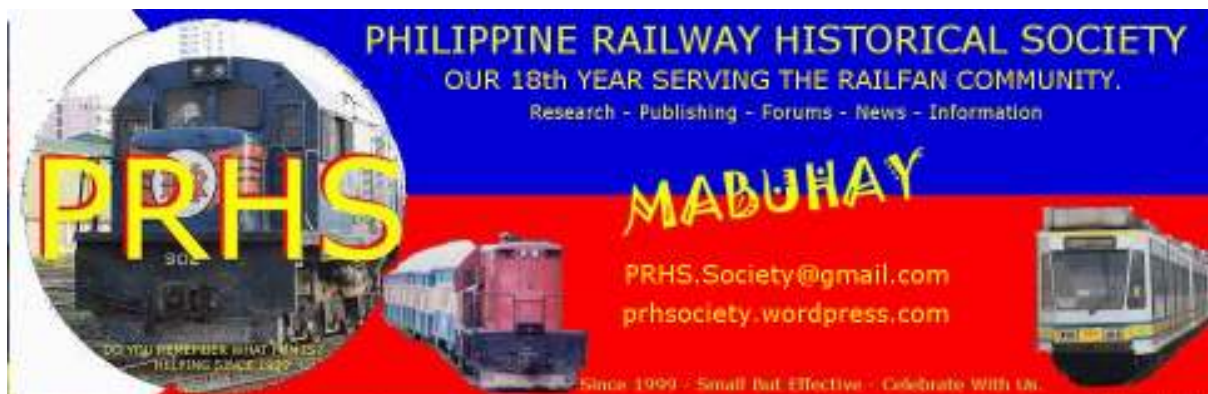
<https://www.facebook.com/groups/432493316863629/>

ASSOCIATION OF PHILIPPINE TRAINSPOTTERS

<https://www.facebook.com/groups/254924891525632/>

WEBSITE:

<http://prhsociety.wordpress.com/>



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LOCOMOTIVE HAULED VEHICLES



PC 286:

Arguably the most historic car in the PNR fleet.

Former presidential car of Ferdinand Marcos. The 286 number reflects the date he was removed from the presidency. It is believed to earlier have been numbered 777.

This historic piece remains locked up at Caloocan workshops, though despite the compiler being told that the location of the key is somewhere with the government, it has since been proven to remain at Caloocan.

Very little is known of it's history and building details at this time. We would appreciate any further details.

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



BRAD PEADON



BRAD PEADON



BRAD PEADON (PRHS)



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 rollingstock needed.

Second hand rollingstock from Japan during the last decade saw an end to the fascinating 7E cars built in Madras, while the arrival of DMUs from Korea in 2009, along with the promise of more second hand items from Japan lead to a mass scrapping of many classes in 2009.

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

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

7A (1st Photo)

Arriving around 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 COMMEX set, which had be used on the daily Binan service, was withdrawn soon after the last update.

As of April 2016, non-refurbished examples had all been scrapped, except for possible two. 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.

NR-05 and NR-08 now owned by the Specs Foundation Inc and operated as an eye clinic at Tutuban.

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 is believed to be available for use.

CAR Class (4th Photo):

This fleet of only five vehicles 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 extent of NR-01 (see above), 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).



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.

Tutuban Station 6-11-2011 Brad Peadon PRHS.Society@gmail.com



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.

14 744 Tutuban 6-11-2011 Brad Peadon PRHS.Society@gmail.com



7C Class (3rd and 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.

7C-113 was on stilts at Caloocan Workshops in 2011. 7C105 (pictured) is seen here converted to a baggage car.

7C-105 (Baggage Car) Naga 2010 Brad Peadon alcogoodwin@gmail.com



Some Baggage/Power cars also carry the 7C classification. 7C-115, an example of this, was involved in the Padre Burgos accident in 2004

BRAD PEADON (PRHS)

7A	Japan #	Type	Built	Disused Japan	Notes
2001	14-48	Suhafu 14	1974	1999	Withdrawn following Padre Burgos accident. (2004)
2002	14-49	Suhafu 14	1974	1999	Involved in Padre Burgos accident. (2004)
2003	14-52	Oha 14	1973	1999	Involved in Padre Burgos accident. (2004)
2004	14-53	Oha 14	1973	1999	
2005	14-204	Oha 14	1974	1999	
2006	12-116	Suhafu 12	1977	1999	Part of final COMMEX set (Binan service).
2007	12-111	Suhafu 12	1977	1999	Part of final COMMEX set (Binan service).
2008	12-114	Suhafu 12	1977	1999	
2009					See Notes Converted to CAR class at Naga.
2010	12-118	Suhafu 12	1977	1999	
2011	12-124	Oha 12	1970	1999	
2012	12-125*	Oha 12	1970	1999	
2013	12-231	Oha 12	1971	1999	
2014	12-232	Oha 12	1971	1999	
2015		Oha 12	1971	1999	Part of final COMMEX set (Binan service).
2016	12-234	Oha 12	1971	1999	Converted to CAR-4 at Naga.
2017	12-278*	Oha 12	1971	1999	Involved in Padre Burgos accident. (2004)
2018	12-279*	Oha 12	1971	1999	
2019	12-325	Oha 12	1977	1999	
2020	12-326	Oha 12	1977	1999	
2021					See Notes
2022	12-159	Suhafu 12	1978	2001	
2023	12-373	Oha 12	1978	2001	
2024					See Notes
2025	12-372	Oha 12	1978	2001	Only 7A to wear Filtrack livery.
2026	12-262	Oha 12	1978	2001	
2027	12-361	Oha 12	1978	2001	Involved in Padre Burgos accident. (2004) Withdrawn. Rolled on side (Tayuman 2009), subsequently scrapped.
2028					See Notes
2029	12-374	Oha 12	1978	2001	Part of final COMMEX set (Binan service).
2030	12-360	Oha 12	1978	2001	
N/A	12-801	Oha 12	1977	1999	Restaurant Carriage

NOTES:

Carriages not identified: 12-110 (1977/1991), 12-153 (1978/1991), 12-365 (1978/2001), 12-370 (1978/1991)

* = Believed to be the former carriage number.

It has been previously reported that 7A-2015 was 12-234. However 12-234 was converted to CAR-4 in Naga and likely 2016 which was captive there. At the time, 7A was noted in Manila.

NR	EX PNR	Japan #	Type	Built	Disused Japan	Notes
NR-01	N/A	Unknown				Rebuilt by Sta Rosa (2009)
NR-02	N/A	Unknown				
NR-03	N/A	Unknown				
NR-04	N/A	Unknown				
NR-05	N/A	12-???	SuHaFu			Purchased by SPECS Foundation Inc. Used as eye clinic at Tutuban.
NR-06	N/A	Unknown				
NR-07	N/A	Unknown				
NR-08	N/A	Unknown				Purchased by SPECS Foundation Inc. Used as eye clinic at Tutuban.
NR-09	N/A	12-136	SuHaFu			
NR-10	N/A	Unknown				
NR-11	N/A	Unknown				PNR has NR-11 listed, but there seems to be some question about its existence.
NR-12	N/A	Unknown				PNR has NR-12 listed, but there seems to be some question about its existence.
CAR-1	Unknown	Unknown				
CAR-2	Unknown	Unknown				
CAR-3	Unknown	Unknown				
CAR-4	7A-2016	12-234	Oha 12	1971	1999	Converted to CAR-4 at Naga while captive.
CAR-5	Unknown	Unknown				

NOTES:

It has been previously reported that 7A-2015 was 12-234. However 12-234 was converted to CAR-4 in Naga and likely 2016 which was captive there. At the time, 7A was noted in Manila. Previously reported as being I the Philippines was 12-235. This has since been proven incorrect.

LISTING OF KNOWN CARRIAGE NUMBERS FOR CLASSES EXISTING SINCE 2004.

Please Note: The listing of passenger carriage numbers known to have existed between 2004 - 2016. However many were scrapped during this time. This will be covered in the next update. Also note that the list may not be complete and additions/photos/sightings are welcome.

TYPE	KNOWN NUMBERS CARRIED	NOTES
<u>LOCO</u> <u>HAUL</u>		
12	801	Restaurant
14 Class	28, 29, 30, 82, 89, 91	Genset—Sleepers
14 Class	752, 755	Executive Sleepers
14 Class	63, 82, 89, 91	Family Class
7A	120, 125, 126, 129, 130, 131	Original 7A Remaining four reclassified 7C in 2007, but none have been seen to carry this change. Now scrapped.
7A	2001-2030	COMMEX 2009 converted to CAR class (Naga 2009) 2016 converted to CAR class (Naga 2009)
7B	40, 41, 42 (See also 7C)	Baggage cars. 7B-40 a locker room by 2007
7BP	2, 7, 21, 40	Baggage/Power 2 and 7 run for baggage only as of 2004.
7C	85, 96, 98, 100, 101, 103-6, 108, 109, 112-5	85, 104,105 (Converted to 7B) 2004 114,115 (Converted to 7BP) 2004. 105 derelict at Naga by 2010.
7E	315, 316, 320, 337, 342, 344	All scrapped.
7SE	302, 305	Sleeper Carriages—Now Scrapped
CAR	1-5	Naga Refurbishments 2 x 7A class (2009, 2016) 3 x NR class (Unknown but from among numbers 05,08-11)
NR	01-12 (?)	PNR records say both 11 and 12 vehicles. Railfan notes say 10 and 11. Three vehicles converted to CAR class.
PC	286	Kalayan, Marcos Carriage
MCBP	2, 4	Now scrapped. MCBP-4 was last to be scrapped.
TA	2, 3, 5, 6, 8	Last example #5 –thought scrapped.

SPECS FOUNDATION INC NR-05 AND NR-08

SPECS Foundation Inc provides medical, primarily eye, services to the less fortunate and marginalized members of the Philippine community.
 They provide these services from two beautifully restored NR class located next to Tutuban station. NR-08 restored in 2013 and NR-05 in 2014.
 We are indebted to Andronica Roma (President / Founder - Special Philippine Eye Care Solutions Foundation Inc) for permitting use of their photographs.



Left:
NR-08 after restoration.

Below Photos:
NR-05 early in her restoration.

Photos:
SPECS Foundation.



Below: NR-08 about to be restored at Tutuban. The result can be seen in photo at top.



Left:
Then PNR General Manager June Ragragio attends the official opening of the first eye hospital carriage (NR-08) in 2013.

Inside the restaurant carriage.

Photos: Mark Chua



PC-286 - Presidential Car (Marcos Era)

Photos: Shrane Thomas



The interior of track inspection car IC-888 (as seen on front cover) stored at Caloocan Workshops. This vehicle was last noted outside the workshops with its TA and, now scrapped MCBP, back in 1999.

Between 1999 and 2004 it went in to storage, it was also repainted from its attractive red/blue/white into this current dark blue livery during this period.

Photos: Brad Peadon (PRHS)



DIESEL MULTIPLE UNITS AND ELECTRIC MULTIPLE UNITS



202/203 Class EMUs (1st Photo):

Delivered second hand from Japan during 2011.

While PNR has never been electrified, these carriages see intense metro usage as loco hauled stock.

As of April 2016 there were eight sets of four carriages available, with some sets out for repairs.

CMC/CTC (2nd 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.

While a selection of these former DMU vehicles were earmarked for preservation, the folding of RIHSPI, and lack of progress from the replacement 'Manila Railroad Club' would make it seem unlikely.

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





DMR-04 Pasay Road 5-11-2012 Brad Peardon 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 perway 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, one Kogane 59 class and later, the Kiha 350 class.

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.

As of April 2016 Sets 4 and 5 are in service and set 6 6 under repair.

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.

Shortly after they supplemented the ROTEM sets on local Alabang services in Manila.

The blue and white versions have more recently been undergoing trials.

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

As of April 2016 it is believed one blue set is under repair in Naga. The rest are likely out of service.

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.

It was reported that it would become the latest generation of inspection train, available for that and hiring usage.

However, as of April 2016 it was held in reserve in Manila.



Kiha 52 set Tutuban Carriage Shed 10-11-11 Brad Peardon PRHS.Society@gmail.com



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



MARK CHUA



1C-888 Caloocan Workshops 10-11-11 Brad Peardon PRHS.Society@gmail.com



917 haul CMC-201 Pasay Road 5-11-11 Brad Peardon PRHS.Society@gmail.com



MC-333 Lutucan (Quezon) 2010 Brad Peardon PRHS.Society@gmail.com

KIHA 350 class (1st Photo)

A further donation of second hand DMU stock from Japan.

As of April 2016 the three sets were as follows:

- 1- Based Naga (loco hauled local services)
- 2- Based Naga (loco hauled local services)
- 3- Based Manila (in reserve)

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.

These are limited too perway duties oor, in some cases, have just sat around for years.

IC-888 (2nd 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 seems uncertain.

CMC-201 and MC-333 (3rd and 4th 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.



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HYBRID ELECTRIC TRAIN

Project: Department of Science and Technology



2015 saw the unveiling of a new hybrid electric train locally developed and fabricated in the Philippines by the Department of Science and Technology (DOST)

The new railcar set uses diesel and batteries for its power system, and it is expected to enter service with PNR. However, it was still stored at Caloocan Workshops at the time of this update.

The Metals Industry Research and Development Center (MIRDC), a department of the DOST, said that unlike the LRT and the MRT which uses “overhead and pantograph” as a power source, the hybrid train system has a regenerative braking system that stores up energy in the batteries.

The new trainset’s chassis and coach will be manufactured locally and will feature sliding passenger doors and fully air-conditioned cabins.

The MIRDC said each carriage of the hybrid train will have an estimated sitting capacity of 31 passengers although the normal loading capacity will be 169 passengers (6 persons per square meter) per coach. Thus, the whole trainset will have 676 passengers per trainset.

As of April 2016, it was being said that the experimental train will soon be taken out for trial runs. The future of the project would probably hinge on the success of these.

The development cost has been estimated at P120 million and has an operating speed of 60kph, with a maximum of 80kph.

Once commenced, it is expected that the performance and evaluation tests will continue for six months.

202/203 EMU NOTES

CLASS	#	TYPE	LIVERY	NOTES
202	3	KuHa		
202	4	KuHa		
202	5	KuHa		
202	7	MoHa		
202	8	MoHa		
202	9	MoHa		
202	10	MoHa		
202	11	MoHa		
202	12	MoHa		
202	13	MoHa		
202	14	MoHa		
202	15	MoHa		
202	107	KuHa		1995 Sarin Gas Attack Set 67.
202	119	MoHa		1995 Sarin Gas Attack Set 67.
202	120	MoHa		1995 Sarin Gas Attack Set 67.
202	121	MoHa		1995 Sarin Gas Attack Set 67.
203	3	KuHa		
203	4	KuHa		
203	5	KuHa		
203	5	SaHa		
203	6	SaHa		
203	7	MoHa		
203	7	SaHa		
203	8	MoHa		
203	8	SaHa		
203	9	MoHa		Believed to have been recorded 203-9A
203	9	SaHa		
203	10	MoHa		
203	10	SaHa		
203	11	MoHa		
203	12	MoHa		
203	13	MoHa		
203	14	MoHa		
203	15	MoHa		
203	107	KuHa		1995 Sarin Gas Attack Set 67.

CLASS	#	TYPE	LIVERY	NOTES
203	113	SaHa		1995 Sarin Gas Attack Set 67.
203	114	SaHa		1995 Sarin Gas Attack Set 67.
203	119	MoHa		1995 Sarin Gas Attack Set 67.
203	120	MoHa		1995 Sarin Gas Attack Set 67.
203	121	MoHa		1995 Sarin Gas Attack Set 67.

NOTES:

- 1982-6 - Vehicles built. Allocated to Matsudo Depot.
- 2010/2011 - 202/203 class withdrawn from Japan service.
- 2012 - Entered commercial service for PNR.
- 2015 - Repainting into PNR dark blue livery commences.

Built by Kawasaki Heavy Industries, Tokyu Car Manufacturing, Nippon Sharyo, Kinki Sharyo.
 Liveries: Delivered silver with green band, the band later being painted orange. Later to PNR Blue.
 Operations: The PNR does not have any overhead and all EMU vehicles are locomotive hauled.

KNOWN DMU/EMU NUMBERS 2004-2016

Please Note: The listing of DMU/EMU numbers here does not signify that all still exist.
 The listing shows DMU/EMU vehicles known to have existed between 2004 - 2016.
 Also note that the list is not complete and additions are welcome.

TYPE	KNOWN NUMBERS CARRIED	NOTES
<u>DMUs</u>		
IC	888	Awaiting repairs.
MC	333	Now in perway use.
CMC	202, 365, 366, 369, 372, 374-7, 379-84, 386, 387	Nearly all now scrapped
CTC	153, 154, 155, 157, 161, 162, 166, 167, 169-76	Nearly all now scrapped
DMR	1-12	Donated New-Sth Korea
ITR	1-6	Donated New-Sth Korea
Kiha 52	102, 120, 121, 122, 123, 127, 137	Ex-Japan
Kiha 350	353, 354, 358, 3511, 3518, 3519	Ex-Japan
Kogane 59	59-510, 29-506, 59-511	One set. Ex-Japan
<u>EMUs</u>		
202	See Page 15	Ex-Japan Type commenced operation in 2012. Painted into PNR blue 2015.
203	See Page 15 and 16.	Ex-Japan Type commenced operation in 2012. Painted into PNR blue 2015.

FREIGHT AND PERWAY STOCK



FST-21 Naga 2010 Brad Peadon alcogoodwin@gmail.com



GC-2 Naga 2010 Brad Peadon alcogoodwin@gmail.com



Wrecker Car (V-2?) Lucena 2010 Brad Peadon alcogoodwin@gmail.com

PNR FREIGHT STOCK



TC (Above)
Tank Cars

FL (Above Left)
Flat car with handrails

GC (Left)
Open Wagon

FSC (Left)
Flat wagon

BC (Bottom)
Box car



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	2016	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	2016	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 FST GC	Flat	2016	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	2016	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 TW, 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.



7B-41 Tayuman Yard 2009 Brad Peardon PRHS.Society@gmail.com



10147 Caloocan Workshops 10-11-2011 Brad Peardon PRHS.Society@gmail.com

LISTING OF KNOWN FREIGHT CARRIAGES 2004-2016.

Please Note: The listing of freight carriage numbers known to have existed between 2004-2016.
Also note that the list is not complete and additions are welcome.
Earlier freight photos and sightings urgently sought for later updates.

TYPE	KNOWN NUMBERS CARRIED	NOTES
<u>TYPE</u>		
BC	500, 504, 507, 508, 514, 515, 518, 522, 523, 526, 529, 534, 538, 540, 541, 542, 552, 553, 555, 557, 558, 561, 564, 567, 568, 572, 574, 576, 580, 581, 582, 583, 584, 587, 588, 590, 592, 597, 603, 605, 608, 611, 615, 616, 622, 626, 631, 677, 682	Box Car. 2010 PNR lists 553 and 615 at Libmanan with missing couplers.
BC	See Page 18	Converted to crew vehicle.
J	885	Box Car, 4 wheel
FL	6, 26, 44, 46, 47, 52, 53, 65, 96, 255*, 256, 351, 356, 378, 462, 485, 499, 542, 581, 605, 636, 643, 3011*, 3022, 3034, 3054, 3199	Flat Wagon FL PNR lists 462 as a TFL. * Part of Police Train
FL	61, 378, 536, 564, 640	Open Wagon FL
FL	3074	Open Gravel Wagon
FL	69	Crane Jib Rest
FL	3070 (3073?)	Camp Wagon
FH	632, 642	
FSC	8	
FST	21	Flat Car Naga in 2010
FST	17	Open Gravel Wagon
GC	65, 116, 378	Flat Wagon GC
GC	2, 32, 63, 120, 126, 127, 128	Open Wagon GC
CC	25	Open Wagon
TF	16, 51, 71, 73, 76	
<u>TC</u>	4106, 4107, 4113, 4145, 4572	
TW	??	1 x Water Tanker Calamba (2009)
USA	19440 (Naga)	Same as a TC.
FCD	1, 3, 6, 10, 12, 17, 18	Caboose (See page 18)

PHILIPPINE NATIONAL RAILWAYS DEPARTMENTAL VEHICLES

CLASS	TYPE	LAST SEEN	NOTES
7C-45	Pass	2012	Vehicle retains spoked wheels.
BC517	Boxcar	2011	R&D Car (Naga)
BC533	Boxcar	2011	Tool Car (Naga)
BC557	Boxcar	2011	Tool Car (Naga)
BC616	Boxcar	2011	This Boxcar was converted into a crew vehicle for use in works train services. It was normally teamed with CMC-201, painted in the same attractive orange livery with white and blue lining.
BC649	Boxcar	2011	Storeroom Car (Naga)
CMC201	DRC	2016	Breakdown Gang (Manila)
CMC366	DRC	2016	Breakdown Gang Dormitory (Naga)
FCD	Caboose	2016	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. 6 (Lucena), 8 (Manila), 12 and 17 (Naga) as of 2016.
RDO-204	Pass	2011	Observation car, with rounded end viewing area. Crew vehicle based at Hondagua.
N/A	Pass	2015	Dormitory Car (Manila) Last Metropolitan (UK) built carriage.
N/A	N/A	2015	Wrecker Car, Lucena Shed



BRAD PEADON (PRHS)

Left - Observation Car:

A sole survivor of a better era, is this 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.

Now it is reduced to perway duties.

Below-

Various FCD caboose.





BRAD PEADON (PRHS)



BC649

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



Naga Staff and BC557 (Tool Car) 2010 Brad Peadon alcogoodwin@gmail.com



BC517 (RD Building) Naga 2010 Brad Peadon alcogoodwin@gmail.com



BC640 (Staircase Car) Naga 2010 Brad Peadon alcogoodwin@gmail.com



FCD17 (Caboose Plate) Naga 2010 Brad Peadon alcogoodwin@gmail.com



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

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.

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.



203-5 Caloocan Workshops
Photo: Mark Chua

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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