

PHILIPPINE NATIONAL RAILWAYS ROLLINGSTOCK STATUS

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PHILIPPINE RAILWAY HISTORICAL SOCIETY
FEBRUARY 2012



203-113 Tutuban (New Carriage) 10-11-11 Brad Peadon PRHS.Society@gmail.com

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DMR-04 Pasay Road 5-11-2012 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 set Tayuman Carriage Shed 10-11-11 Brad Peadon PRHS.Society@gmail.com

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 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.

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.

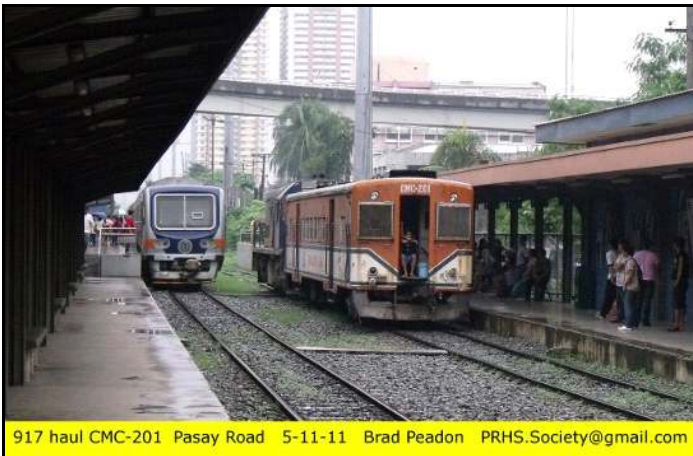
It is believed that this will become the latest generation of inspection train, available for that and hiring usage.



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



IC-888 Caloocan Workshops 10-11-11 Brad Peadon PRHS.Society@gmail.com



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



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

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.

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.

Duc:

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



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

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..

One very worn out set continues the sole evening Binan service, returning to Manila early the next day.

It is expected this last set will be withdrawn and scrapped following entry into service of the recently arrived second hand EMUs from Japan.

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.

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 extreme of NR-01, 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.

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 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.





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



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

202/203 Class EMUs (1st Photo):

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

While PNR has never been electrified, it is anticipated that they will be set up to be loco hauled by the remaining members of the PNR diesel fleet.

It is likely they will be used to supplement Alabang locals which are heavily overcrowded, with perhaps ventures down to Calamba.

As of February 2012 they had yet to enter service. One has entered Caloocan workshops where it is believed a generator is being fitted.

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 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 (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. |



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



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

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FL
Flat car with handrails



GC
Open Wagon



FL
Flat wagon

BC
Box car





**TF
Tank Car**

PHILIPPINE NATIONAL RAILWAYS DEPATMENTAL 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 |





7A-2015 2007 Tutuban 6-11-2011 Brad Peadon PRHS.Society@gmail.com

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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