



Union Pacific CA-7 class caboose number 25428 was built in February 1959 by Union Pacific in their own Omaha Shops, like the CA-5s and CA-6s before them, and was one of 100 of the last series of cabooses on UP with riveted body components. This class of caboose was upgraded to pool service between 1975 and 1977 and would have likely traveled much of the UP system, but it is known that it was a regular visitor to Southern California. It is a classic example of large cupola type of caboose. It was retired from service in May 1989 and donated by Union Pacific to the San Bernardino Railway Historical Society in September of that year. SBRHS decided to de-access the caboose to allow them to better concentrate on the steam locomotive ATSF 3751 and sold the caboose to Tom Pyle. I worked with Mr. Pyle over the next several years to begin restoration of the caboose including complete sand blasting of the exterior and removal of all the lead based paint.

In February 1998 we loaned the caboose to Jim Clark to be used as part of his Movie Train collection, and while there it appeared in many movies and commercials, including Lethal Weapon 4. While there it was repainted into various paint schemes to suit its next acting assignment. Since June 2001 it has been in storage in Ventura County awaiting its next role.

In June 2007 Greg Ramsey purchased Mr. Pyle's remaining interest in the caboose and became sole owner.

The CA-7 class was the first steel cupola class to have the air brake reservoir on the toilet/stove side of the car, instead of next to the tool/battery box on the opposite side of the car. The CA-8 and CA-9 classes followed this same placement of the air reservoir.

UP upgraded the CA-7 cabooses for pool service, with axle-driven generators, shatter-proof polycarbonate safety windows, retention toilet, roller bearings for the trucks, and

other items. The CA-7s were the heaviest caboose class, at 58,000 pounds lightweight, after the upgrade to pool service. 25428 still has all its pool upgrade equipment except for the radios.

Equipped with General Steel Castings outside swing hanger with a wheel base of 5 feet, 6 inches, with 33-inch wheels and 5 1/2"x 10" roller bearing journals. The roof is Standard Railway ("StanRay") diagonal roof panels, with riveted seams. The CA-7 cabooses had six diagonal panels and only one plain raised panel, which was the panel with the 56-inch cast iron smokestack through it.

Length over coupler pulling faces	40' 7-1/4"
Truck center to center	21' 7"
Height over grab irons	16' 0-1/2"
Width over all	10' 6-1/4"
Weight of car complete	58000 lbs
Weight of each outside swing hanger truck	8800 lbs



UP 25428 moving in freight service October 2006







