

The Willow Creek Gazette

Willow Creek Railroad Museum

Special Caboose Edition

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Our Early Christmas Present!



November 20, 2022: The caboose is here! It's been a long (5 or 6 years?) planning and now it is really here at Willow Creek Railroad Museum! Union Pacific CA-8 Caboose No. 25527 now resides at Powerland Heritage Park. Through the efforts of many people and the generous donations by several companies we have the beginnings of a new display. A beginning? Yes, we have quite a way to go before we can open it for public viewing. It is finally here and work can begin on the exterior and interior restoration.

The Project

WCRR has received a donation of a caboose from the National Railway Historical Society (NRHS), a fellow non-profit organization. The caboose is a full-size Union Pacific Railroad Caboose #25527, built in August 1964 and retired on May 25, 1989. WCRR intends to restore the caboose to the condition of when it was retired, make it a permanent exhibit and allow the public to view it. The caboose would also become the year-round home for an onsite Operation Life Saver hub, operated jointly by WCRR and the Oregon Division of Operation Lifesaver.

The Story (1 of 7)



1970 the caboose is working somewhere on the Union Pacific lines.

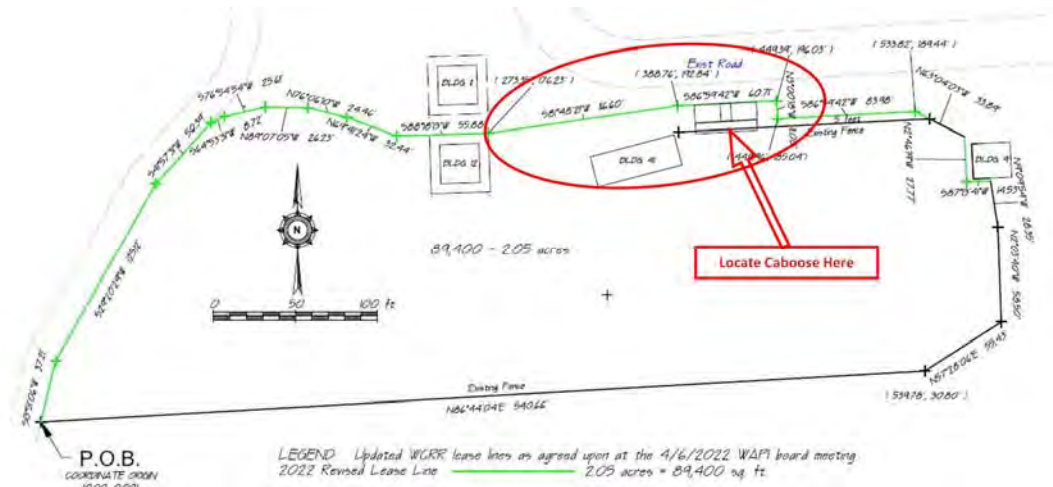
For 30+ years, the caboose was stored hidden between two industrial buildings.



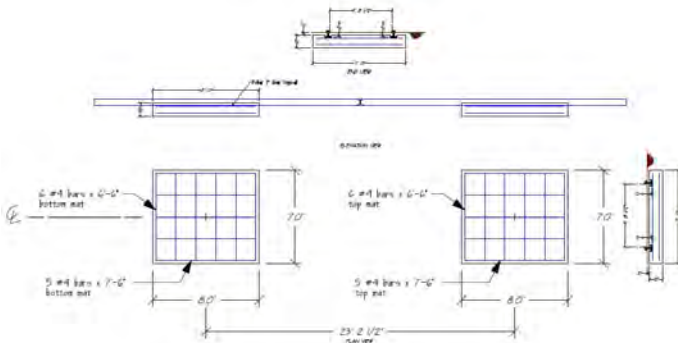
Willow Creek RR Museum wanted to acquire the caboose but needed a place to put it.

The Story (2 of 7)

The location required an adjustment to our lease space at Powerland Heritage Park.



The caboose is heavy. It weights around 60,000 pounds. Because of this it was decided to support it on concrete footings rather than railroad ties. It was also decided to place the top of the support rails near existing grade level to make access easier.



The existing fence had to be removed so the caboose could be secured in our lease area.



The Story (3 of 7)



The footing excavation was donated by Willamette Valley Excavating.

Ernie built forms for the footings.



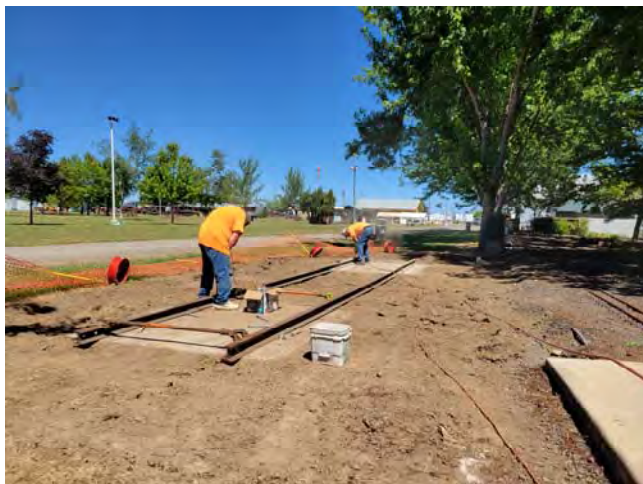
Formwork was completed and checked. Reinforcing steel bars were installed.

The Story (4 of 7)



Concrete for the footings was installed.

The Trolley Museum donated rails to support the caboose. Here they are being dragged into place.



The rails are being secured to the concrete footings. Anchors were donated by the Trolley Museum. And they lent us the use of their gauge bars to position the rails.

The Story (5 of 7)



Ballast gravel was donated by Albany and Eastern Railroad and placed by their crew.

With the footings completed, the Albany and Eastern Railroad crew serviced the caboos brakes. We hoped to have the caboose moved by rail from Tigard to Hopmere.



The caboose was cleaned by pressure washing and moved out to be picked up by the Portland and Western railroad to be moved.

The Story (6 of 7)



On the road at last! A number of people saw the caboose on the tracks. This created quite a bit of excitement by railroad fans. A number of pictures were posted on the internet. This one was by Jordan DeCloedt. Thank you Jordan!

The site at Willow Creek was ready and waiting.



The caboose was delivered to Hopmere by Portland and Western Railroad. The caboose now awaits delivery to Willow Creek a short distance from here. Rick Franklin Corp. & crew delivered the caboose to Willow Creek the next day.

The Story (7 of 7)



It is in place! The crew poses for a picture.

November 20, 2022: A cold day but the caboose is at its new home.



Its been a long time (6+ years) planning but now it's here and ready to begin restoration. Thank you to all who have worked hard on this project and made a dream a reality!

To stay current on the progress of the caboose please see the Facebook page:

<https://www.facebook.com/groups/1456525268144324>

Or use the "QR" Code:



A Caboose is Available...

From a 2017 article from Trainmaster (the newsletter from the Pacific Northwest Chapter of the National Railway Historical Society—PNWC/NRHS indicating the caboose was involved in their decision to downsize their equipment inventory.

UP Caboose No. 25527: Built in August 1964. One of the trucks needs a new wheelset to make the caboose operational. The PNWC is using the caboose to store some supplies. A nice feature of the caboose is the ladders on each end for going to the roof; helpful if you want to get on the top of other cars. Some exterior rust but water tight; needs floor repair due to water intrusion in the past and paint inside and out. Built in March 1964, with roller bearings, weight 56,500. Sign on both sides under cupola, white background black letters: *Safety Aware, Because We Care* by James F. Hansen, Omaha.



PNWC Caboose No. 25527

This concludes the three-part series (February, March and April *Trainmasters*) describing what many believe are the seven (7) rail cars that should be eliminated from the PNWC inventory. The series was published to assist PNWC members in making these serious and difficult downsizing decisions during 2017. Series and photos by Arlen L. Shel Drake.

You Can Help with the Restoration

Willow Creek Railroad Museum



Restore The Caboose

Willow Creek Railroad Museum is a 501(c)(3) organization (Federal Tax ID # 93-1225968), gifts to which may be deductible as charitable contributions for federal income tax purposes. We are dedicated to providing education and a historical account of what early steam and diesel railroading was like.

Any caboose material or objects donated to Willow Creek will be appreciated and a receipt for the valuation will be returned to you for tax purposes.

E pluribus unum

E pluribus unum – Latin for "Out of many, one"

Well, for our definition of "many" there are now three cabooses (cabeese?) at Powerland Heritage Park. Caboose 25527 joins those displayed by the Logging Museum and Brooks Depot Museum.



Pacific Northwest Logging Museum



Brooks Historical Society

A Glimpse of History:

Years ago there was a dream of displaying a caboose at Willow Creek Railroad. Union Pacific was giving them away. All you had to be was a non-profit organization. Unfortunately Willow Creek did not then have that tax-exempt 501(c)(3) status.

Well, if there couldn't be a full size one, Garry Johnson built one for a 7-1/2 inch gauge track. And it has been at Willow Creek for a long while.

Scott Johnson suggested that adding water and fertilizer a full size caboose would result. Sadly, that process did not work as hoped and it never became full size.

But, through the efforts of many people the dream did come true and now a full size caboose resides at Willow Creek Railroad Museum. Thanks to all of you for your efforts. Christmas dreams can come true!

Merry Christmas and a Happy New Year to ALL!

