

# Norfolk Southern Bay Window Caboose Versions

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In July 2014 I made a Norfolk Southern photo trip (about 800 miles total). On Thursday morning I made it to Lincolnton NC and to Kings Mountain NC. I was able to get a lot of detail photos of NS-376 in Lincolnton, I also took some measurements of different parts. This caboose is in great condition.

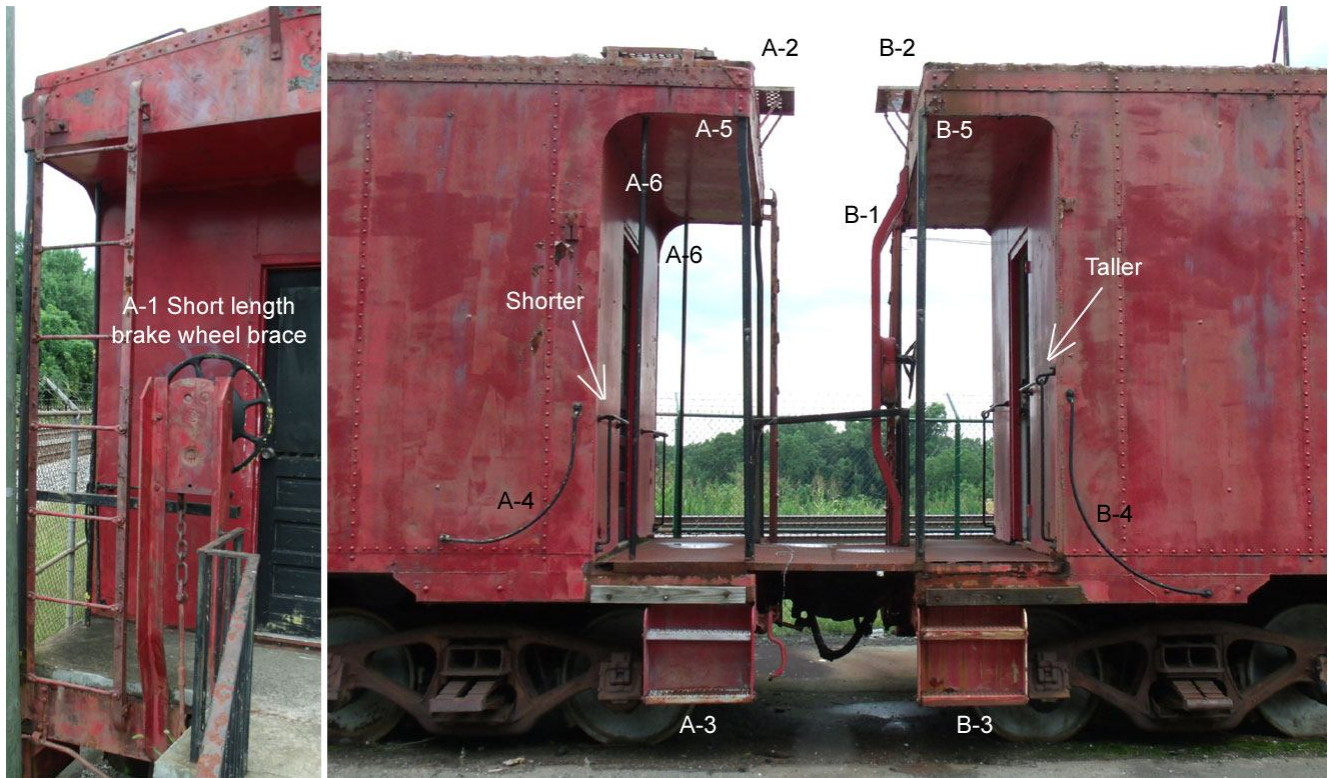


Next was the 2 Norfolk Southern bay window cabooses in Kings Mountain (NS-383, NS-388). Here I could see the difference between the first set and the last set of cabooses. Again I was able to get a lot of detail photos. Both sets have Viking Roof. The brake wheel brace and a few other things were different. (see below list)

Friday morning I was in Duluth, GA looking at The Georgia Railroad bay window caboose #2866. Here again I was able to get a lot of detail photos to compare with the Norfolk Southern bay window caboose. This one has the full length brake wheel brace from the roof to the platform, longer curved grab irons, corner brace just like the last Norfolk Southern set.



Warren Calloway photos of Georgia 2864 (1967) and 2865 (1977) show these cabooses having the Viking Roof. The 2866 caboose in Duluth Georgia has a different style roof.



## Early Version:

### A. Norfolk Southern bay window caboose 380-385

1. Short length brake wheel brace on the platform
2. Roof walk with round slot openings
3. Steps have diamond slot openings
4. Short curve grab irons
5. Corner brace curves to the inside of roof
6. Long pole grab iron at back wall from the roof to the platform

## Late Version:

### B. Norfolk Southern bay window caboose 386-391 and GA 2864, GA 2865

1. Full length brake wheel brace from the roof to the platform
2. Roof walk with long slot openings
3. Steps have round slot openings
4. Long curve grab irons
5. Corner brace mounted to outside of roof end.





As we look up at the roof grid, there is a difference of the early version on the left and the late version on the right. Slotted holes on the left walk grid.

Now as we look down at the steps grids it looks almost like it is reversed. Slotted holes on the right steps grid.

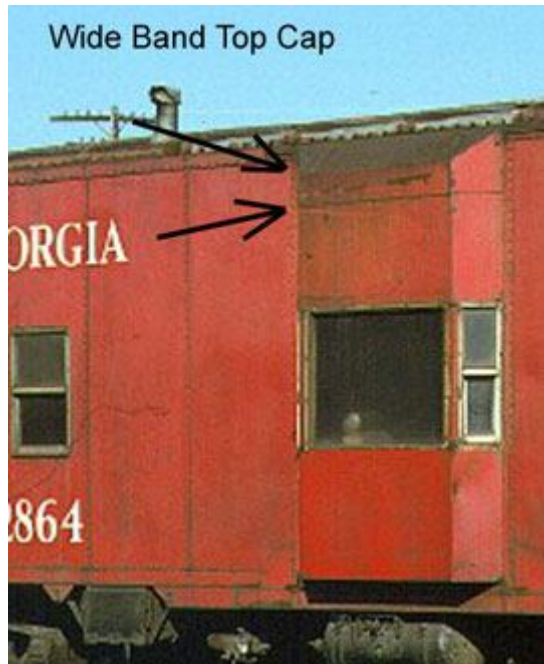


Here we can see the 2 different step grids



Norfolk Southern 385 and 390, Early and Late Version end view.

There is also another small difference at the top of the bay window box. Early version NS has no top cap band, late version NS has a small top cap band, the Georgia has a wide top cap band.



Notice the Georgia caboose large window and small sides that slide up and down. Only the large window on the NS slides open.

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