

NEW YORK CENTRAL CABOOSE 21775

As freight cars became taller, the cupola style of caboose no longer fulfilled its function of allowing crews to view trains from the tail end. The New York Central introduced a new style of caboose in the 1950s that allowed crews to look forward by means of a bay window.

This Class N-7A bay window caboose was originally numbered 20313 by the NYC when delivered in an oxide red paint scheme. By the 1960s, the bay window cabooses were repainted into the



NYC's modern jade green color; some with lettering proclaiming the railroad as the "*Road to the Future.*" The "future" brought merger into the Penn Central in 1968. NYC renumbered the caboose in 1966 as 21775, which was retained by PC and successor Conrail. Its later paint schemes are illustrated by the photos of similar N-7As, *center right* and *right*. In retirement, this caboose was acquired by Speno Rail Services as a rail grinding "support car" as evidenced by the modification of one end. The CNY Chapter NRHS acquired it in 1988.



LENGTH: 41 feet
WEIGHT: 26 tons
BUILT: 1952 – St. Louis Car Company

