

Reminiscing About C&NW 1385

By Chris Burger, Bill Otter, Dwight Anderson, and Edward A. Burkhardt



▲ C&NW 1385 was laying over in the Stambaugh yard in the Upper Peninsula of Michigan on August 21, 1954. Stambaugh is adjacent to the southeast side of Iron Mountain, Michigan. This yard was on C&NW's Ashland Division. 1385 spent most of its operating life in the North Woods in Upper Wisconsin and the Upper Peninsula of Michigan.—Charlie Felstead photo, Raia Collection

C&NW's Goodwill Ambassador

By Chris Burger

It's hard to believe that more than forty years have passed since 1982 when the Mid Continent Railroad Museum's C&NW 1385 stepped into its role touring much of the C&NW over the course of five years as the railroad's "Goodwill Ambassador." My first C&NW job in 1967 was trainmaster at Madison, Wisconsin. North Freedom, Wisconsin, Mid Continent's home, was part of the territory. The 1385 was on the museum's property but not operational at the time but other steam locomotives were. I remember from the beginning being impressed with its operation and people. At the time it was considered to be one of, if not "the" USA's premier steam operation.

I stayed in touch with the folks there after moving on in 1969 but usually man-

aged a yearly visit or two until North Freedom was once again part of my territory, this time as Wisconsin Division Manager in 1977. By then 1385 was up and running and having seen other Class 1 railroad steam programs I began thinking about something similar with the 1385.

A couple of unrelated events got things kick-started, the first being a comment by FRA inspector Jack Schweger as we wrapped up one of our periodic meetings that the rumor was I'd like to "do something" with the 1385 and that he'd do what he could at the FRA to help if I came up with a plan. The second event not much later was my meeting with Vice President of Operations Jim Zito to float an idea for a safety program on the division.

On the wall behind his desk was a photo

of a C&NW steam locomotive with a group of employees posed in front of it. I asked about the photo and learned that his father was a Chicago Division engineman. The photo was of his father's engineer promotion class. This created the opportunity for me to tell him about the 1385 and my thoughts about how the North Western could benefit from it. He was aware of what the UP was doing with the 3985, reportedly with volunteer employee labor, and told me to come up with a plan that we would take to president Jim Wolfe.

Zito thought that one of the Class H 4-8-4's had made it to Mexico and that I should look into that. I was pretty sure it wasn't the case but despite the allure of roaming Mexico on expenses I knew where to find the right locomotive. 1385 was big



▲ After the repairs on 1385 were completed in Green Bay, Wisconsin, 1385's break in/test run was on the Green Bay-Oconto way freight. This line headed northeast paralleling the western shore of Green Bay. For the first en route inspection 1385 stopped in front of the school in Little Suamico, Wisconsin. This stop was not planned for at this location or announced. What was planned was that 1385 would meet Ed Burkhardt's Office Car Special (OCS) at Oconto. Moments after 1385 stopped the kids came pouring out of the school. In Chris's words, "It was great!"—Chris Burger photo



▲ Office Car Special ZZEAB (OCS) left Oconto in May 1982, with a smiling Edward A. Burkhardt at the throttle. Ed was advised that the engineer on the F-7s pulling his OCS reported problems with his F-7s. A locomotive swap would be made at Oconto. Ed was very surprised to see the 1385 on the head end of his train. He was at the throttle from Oconto to Green Bay where he arrived tired, wet from rain and very happy. The F-7s followed with the way freight to Green Bay where they were reunited with ZZEAB for the trip to Chicago.—Chris Burger photo

enough to impress yet small enough to go anywhere, easy on the coal pile and simple enough to minimize the risk of mechanical problems but easy enough to fix any that

might occur. Additionally, it was representative of the largest single class of C&NW steam locomotives.

After talking to the museum to ensure

they were on board I told Zito what I thought we could do and the two of us ran it by president Wolfe on his fall 1981 business car inspection trip. While he liked the idea Wolfe didn't think we could justify a system-wide program given 1981 (a recession year) financials but he did leave the door open for "something" on the Wisconsin Division.

The go ahead for a program on the Wisconsin Division resulted in the Prosperity Special during National Transportation Week in 1982. Led by 1385, the train was a nearly new GP-50, a box-car, covered hopper, coal hopper, gondola, TOFC and auto rack cars plus a pair of business cars to entertain shippers and other dignitaries. The route would be from Green Bay to Milwaukee, Janesville, Madison and then North Freedom.

Zito liked the idea as did Wolfe and importantly, the FRA whose inspection revealed only a few minor issues. When the leader of FRA's inspection team first saw the locomotive and said "She's a little charmer isn't she" I was pretty sure we would get their OK, which we did. Some of the FRA's mandated work required a drop pit and could not be done at the museum so in mid-April 1982 the 1385 ran from North Freedom to Green Bay. There was a group of roundhouse employees most of whom had steam experience, led by foreman Al Kawalek who had volunteered to be involved.

The two-day trip was uneventful and gave us a taste of things to come as despite there having been no advance publicity there were smiles, waves and sign language whistle requests from folks all along the way. We changed crews at Adams where the outbound conductor told me the crew had talked it over and were not going to claim pay for the trip to Butler. I had discussed volunteer crews with the brotherhood chiefs but was not to get agreement. So, I thanked the crew but assured them we could afford the pay and they should enjoy the trip.

Once the work at Green Bay was completed it was time for a break-in/test run on the Green Bay to Oconto way freight with the 1385 leading to Oconto where it would be turned on the wye for the return trip and meet the fall business car inspection trip occupied by Vice President of Transportation Ed Burkhardt. Ed had been one of the big supporters of what all we



◀ In May of 1982 on the day before the *Prosperity Special* left town the employee committees of the railroads of Green Bay held an open house. Those railroads were C&NW, The Milwaukee Road and the Green Bay & Western.—Chris Burger photo

▼ This is one of four excursions on the 1982 July 4th weekend in 1982. These trips operated on the Wisconsin & Southern between North Milwaukee and Horicon, Wisconsin. There were two trips on Saturday and Sunday of that weekend. We believe that Bill Raia was at the throttle on this trip.—Mike Raia photo

were doing. As a surprise for Ed we had arranged for the engineer on his inbound F-7's to report problems with his power and request help from the wayfreight which he knew he'd be meeting at Oconto.

So off came the F's, replaced by the 1385 with the business cars and a smiling Ed Burkhardt at the throttle. We had stopped a couple of times on the northward trip to make sure everything was running cool and one of the stops, right in front of the Little Suamico schoolhouse which immediately emptied out to see us led to the outreach to schools along the route. This later became part of our ongoing "Goodwill Ambassador" program with postcards featuring the 1385 along with Operation Lifesaver materials to hand out.

In the 1980s North Western was engaged in an aggressive and successful branch line abandonment program. Wisconsin was one of the states most affected by its successes which understandably strained public and employee relations as well as relations with state and local officials. We made it a point to invite some of them along with customers and their families to ride in the business cars on the *Prosperity Special* which I think made new acquaintances, fostered understanding and made subsequent dealings easier. It also led to a State of Wisconsin "Local History" award. The women in these groups marveled at the size of the business car galleys and all that the chefs were able to produce in them. One of the Milwaukee newspapers devoted an entire section to them and I remember one of the guests saying she'd never complain about her home kitchen again!

The *Prosperity Special* trips were a big success with lots of favorable press and media coverage and importantly, reaction

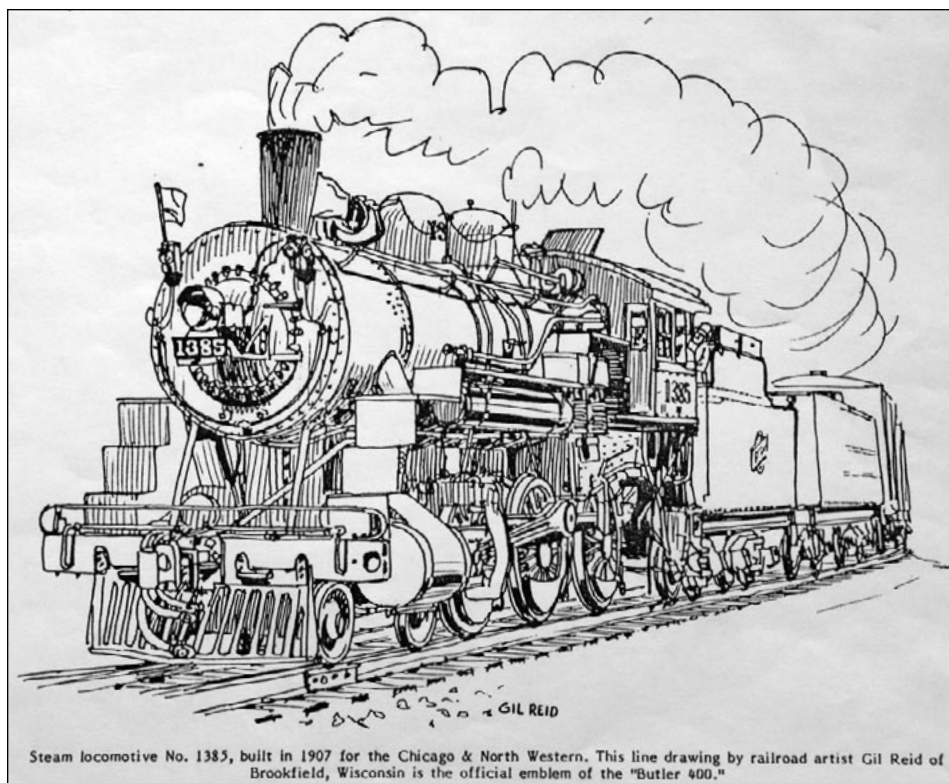


from employees who I think were gratified to see the reaction and interest in the railroad and what they did to make it work. I have a box full of letters I received from guests and others, some of my favorites being from employees, retirees and in some cases their wives.

My secretary Sue Gensler who had handled the public relations end of things for the trips, made up a booklet with a bunch of those letters to send to president Wolfe and others in HQ. I think these letters were a factor in the decision to establish a system-wide steam program. We invited Mr Wolfe, along with all the vice presidents and others to ride with us on the return trip. They were impressed with the crowds and on-time performance which I think was another factor.

Once the decision was made to establish an ongoing steam program, we had to decide how to structure it and how to perform the boiler work on the 1385 to satisfy the FRA. They provided a short list of work to support the *Prosperity Special* and a longer, more expensive list should we decide to extend the program. The answer to the first question was the annual Pufferbilly Days in Boone Iowa, headquarters of the Iowa Division.

Division manager George Maybee, having heard of our success in Wisconsin asked if we could get the 1385 out there to pull excursions over the nearby Kate Shelley Bridge. We did and these trips became part of an ongoing program along with Butler Railroad Days in the western suburbs of Milwaukee. The Baraboo to



▲ This Gil Reid drawing became the official emblem of the *Butler 400*. This was the initial event of the steam program that benefited local chambers of commerce and other similar organizations. Butler Yard is located west of Milwaukee on the freight line that circled Milwaukee. 1385 powered trains that ran between Butler Yard and Saint Francis, a southern suburb of Milwaukee and Sussex that is a suburb that is northwest of Milwaukee. The *Butler 400* ran on Butler Railroad Days in 1983, 1984 and 1985.—Chris Burger Collection

Milwaukee circus train also became a part of the system-wide program.

The answer to the boiler work turned out to be the Milwaukee Boiler Co. whose owner contacted me with a very reasonable offer, saying he had a group of employees who'd love to get their hands on the locomotive. Our program took shape to make the 1385 along with a half dozen or so bi-level coaches available to on-line communities for weekend activities with a charge based on our out-of-pocket costs for them to raise money selling train ride tickets. We'd gather requests and put together an itinerary that made operational sense to accommodate as many as possible. This

► As a part of railroad days celebrations in West Chicago, Illinois, in July 1983 1385 powered trips between West Chicago and Geneva, the next town to the west. These short rides were very popular, and multiple trips were made each day hauling hundreds of people. This train was headed west on Track 1 which was mainly used for eastbound trains. It was crossing the Elgin Joliet & Eastern at JB Tower in West Chicago.—Mike Raia photo

continued through 1983, 84 and 85 with activities in Wisconsin, Illinois, Iowa, Minnesota and Michigan.

C&NW donated business car 440 and a baggage car to the museum to be used along with the 1385, the 440 to house and



feed museum volunteers accompanying the move and the baggage car was outfitted to include a toolroom/workshop area along with a gift shop and historical display room. I coordinated the overall program but it was based on recommendations, support and requests from the other eight division managers.

I put together a slide show based on our Prosperity Special for the Milwaukee NRHS chapter banquet and took it to one of Jim Zito's division manager staff meetings where I stressed that our target audiences—in addition to railfans—included employee families, customers, government, the press and others. I'll never forget Zito's response that "There's a little bit of railfan in all of us."

The 1385 did a lot of good in its ambassador role but as its novelty wore off so did its value as a public relations tool. Rising insurance costs made handling passengers prohibitive and as divisions were consolidated and the CNW's business car fleet grew with more and more trips the burden on division operating personnel, especially traveling engineers became a problem.

A 1988 survey by Jim Zito revealed support for the program but a feeling it was time to dial it back somewhat. President Schmiede had the final word however and he did not think the 1385 fostered the appropriate image for the company so the only remaining CNW steam operations were ferry moves of the 1385 to and from the Wisconsin Central and Wisconsin & Calumet railroads for publicity activities. It was fun—and rewarding while it lasted!

My Adventures with the C&NW 1385!

By Bill Otter

With Contributions by Chris Burger, Dwight Anderson, and Bruce Nelson

Starting with the operation of the Wisconsin Division's Prosperity Special in 1982 and through the dedication of many volunteers at the Mid-Continent Railway Museum in North Freedom, Wisconsin, and the support of the management and personnel of Chicago & North Western, a second life was forged into Mid Continent's C&NW R-1 Class 4-6-0 steam locomotive number 1385. She was "out n' runnin" again, shiny black, and strutting her stuff for all to see. This time, she was the "Kate Shelley 400."

Here are a few little stories about the adventures we at the C&NW had with the 1385 while she was moving to and from her scheduled "Railroad Days" appearances in Wisconsin, Illinois, and Iowa.

Clinton, Iowa to Proviso Yard

As Division Manager of C&NW's Illinois Division, I was aboard a morning



▲ In August 1985 Jerry Pitzen is washing 1385 in the 40th Street Yard near Pulaski Road and Lake Street on Chicago's west side.—Bill Raia photo, Raia Collection



▲ In 1982, 1385 crossed the stone arch bridge during a deadhead move from the Mid-Continent Museum to Boone, Iowa. Despite the legend on the auxiliary tender, this is not the *Prosperity Special*. 1385 and train participated in the 1982 Pufferbilly Days in Boone. This bridge, built in 1869 to cross Turtle Creek, is among the oldest stone bridges in Wisconsin.—Bill Raia photo, Raia Collection



▲ 1385 and two cars from the Mid-Continent Museum were entering the Chicago Passenger Terminal (CPT) in July 1986. They had come from Butler Yard where they were on display for a week or so after handling the circus train from Baraboo, Wisconsin, to Milwaukee. ▼ This is the same consist backing into CPT after being turned on the wye at the Kedzie control point. This control point is on the West Line between Western Avenue Tower A2 and Kedzie Avenue where the Rockwell line leaves the main line.—Two photos Chris Burger



eastbound 1385 repositioning move of the “Kate Shelley 400” from Boone, Iowa to Proviso Yard and on up to Butler Yard in Wisconsin. We had no scheduled stops for public display on this trip but the word was out among the towns that the 1385 was coming. (The railroad publicized the 1385’s scheduled public events but not deadhead trips which were not scheduled.) After we had left Clinton, Iowa, I received a relayed message with a request from the

principal of the Elburn (MP 44) elementary school to stop the 1385 at Elburn. We replied that we were running a little late but would stop if we had time.

Dwight Anderson, our Illinois Division Traveling Engineer, was aboard the 1385 with the C&NW and the museum crew when we rounded the curve near MP 45 west of Elburn at speed. Dwight called me on the radio and said “Mr. Otter, I see a band of color across the tracks at Elburn.

Looks like a lot of people up there. Do you want me to stop?” “Yes, Dwight, stop if you can.” A heavy service brake application followed, and we slowed to a smooth stop at the Highway 47 crossing in Elburn. (We had already cleared with the train dispatcher to be sure there were no other trains in the area on the double track.)

Just past the crossing, there was a huge sign made from long 36" high rolls of brown Kraft paper in two pieces, one half on the north side of the tracks and the other on the south side that read: “PLEASE STOP...KATE SHELLEY.” Behind the signs holding them up were the little heads and hands of so many young people who had hurriedly made these two giant signs at their school. When we stopped, they all broke out into a big cheer. After a few minutes to let them get up a little closer to see the steam, smoke, feel the heat, and hear sounds of the 1385, we waved to everybody, 1385 sounded her whistle, rang her bell, blew off some steam and we chugged off toward Geneva. So many little people were so thrilled to see the 1385 up close. And Kate Shelley STOPPED FOR THEM!

It was about 1:55 p.m. and we were getting close to our schedule which was to stop near MP 36 west of the Geneva station and then follow the 2:05 p.m. eastbound commuter train from Geneva. A Geneva resident, I had tipped off the schools that we might be stopping briefly just west of the Western Avenue crossing just before 2:00 p.m. What I did not know was that several schools had decided to have the students walk in carefully organized groups down the streets to the crossing to see the 1385.

As the 1385 chugged loudly up the grade toward GX Interlocking at about MP 37 west of Geneva, I suggested to Dwight that he give one long blast of the 1385’s whistle to let folks in Geneva know we were getting close. All those young people marching in well organized groups toward the railroad heard the 1385’s whistle. They all broke out into rather unorganized stampedes toward the railroad. (Sorry teachers!). And they gathered in big groups at the edge of the right of way safely away from the crossing as we approached.

1385 rolled to a smooth stop next to the mowed grass just west of the Western Avenue crossing. All the kids and teachers cheered to see Kate Shelley stop. This time cameras were rolling, and our stop

appeared in the local paper the next morning. I walked up to the front of the train and signaled the teachers that the kids could come closer. Several of our crew got off and made sure the kids kept a safe distance and quickly explained about how the 1385 worked. Out of the crowd of kids emerged our oldest daughter Josie who ran up to get a big hug and kiss from her dad.

By now, it was 2:06 p.m., the westbound commuter train for Chicago had left Geneva station and we called the train dispatcher to get our next “Positive Block in Advance of Movement” (movement authority) to be able to proceed. The kids all got back away from the tracks, 1385 whistled off, rang her bell, blew off some more steam, and began chugging east toward Proviso Yard where she would be welcomed by Chris Burger and his team from the Wisconsin Division.

West Chicago Railroad Days

Late on a summer Friday afternoon, the 1385 was hustling eastbound across the Illinois Division to West Chicago Yard to get ready for the scheduled excursion trains we would operate on Saturday and Sunday as part of the 1983 West Chicago Railroad Days festivities. Soon after passing DeKalb, the 1385 broke a long, threaded, grooved, tapered iron shaft on her right side that was part of the Stephenson valve gear. We came to a stop blocking the town of Cortland. A quick check of the parts in the tool car that came with the 1385 found no replacement part.

Just down the street from the blocked crossing was the shop of a local blacksmith who made special parts for the various track machines our Engineering Department used to maintain the railroad. With the 1385 train still blocking one of the two main tracks, Dwight Anderson, the museum’s maintenance team, and our trusty local blacksmith took many measurements of the broken rod and the surviving rod on the other side of the 1385. Freight trains in both directions crept around us on the other main track. Then we fired up the F-7A that was in the consist to provide 480VAC power to the coaches, and off we went to West Chicago Yard, this time for the urgent repairs the 1385 needed to save the next two days’ excursion trains. It was to be a very long night.

Luckily, our blacksmith had the correct bar stock needed to make the threaded



▲ We are looking north from the end of the platforms at CPT in June 1987 as 1385 backed out of the terminal. Its trip was to go a few blocks north to opposite the Blommer Chocolate Company’s manufacturing plant on Kenzie Street. The train then headed back into CPT. This trip was to celebrate the 150th anniversary of Chicago’s incorporation as a city in 1837. After the train pulled back into CPT speeches were given from the rear platform of the observation car. Chris Burger was one of the speakers.—Mike Raia photo

shaft, and he set to work making it, assisted by museum members. But there was no bench grinder in the tool car or at the blacksmith shop to cut in the groove that was needed in the newly formed shaft to carry lubricating oil. Our traveling engineer, Dwight Anderson, now fully covered with oil and soot, and accompanied by several friends in the same shape, awakened his wife Marianne and their brand-new baby Jessica in the middle of the night at their home in the Western Burbs to get down to his basement workshop. There the greasy gang carefully cut that oil groove in the new tapered shaft. They arrived back out at West Chicago Yard somewhere around 4:30 a.m. and the team started putting the 1385 back together again. The train inspection had already been completed. Coal and water were loaded and a fresh uniformed commuter train crew reported for duty for the morning excursion trips.

Down at the West Chicago Depot, with West Chicago Railroad Days activities in full swing on Saturday morning, I announced to the crowd with paid tickets waiting to board the 8:00 a.m. excursion trip to Geneva that 1385 could not make her first trip at 8:00 a.m., but that she would appear soon afterward and everyone would be accommodated 90 minutes later,

on the 9:30 a.m. trip. At 9:15 a.m., the crowd cheered when 1385 backed her train into the West Chicago station and began loading passengers. With a loud “All Aboard” from the conductor on the platform, and a blast from 1385’s whistle, the Railroad Days excursions were underway and everyone got to ride.

Then on Sunday morning, a little more adventure happened. 1385’s first trip from West Chicago to Geneva and return left West Chicago on schedule at 8:00 a.m. As the westbound train passed over the Fox River Bridge at Geneva, a loud bang was heard and something was seen flying off 1385’s gear into the Fox River. An urgent call for help went out to the West Chicago “400 truck” which was running nearby on Illinois Route 38 in Geneva.

At the Geneva station, it was soon evident that a flat slide bearing for the drive rod mechanism had broken off and had to be replaced. We notified the train dispatcher that we would not be leaving Geneva on Track 2 as planned, and the dispatcher began rerouting the many freight trains in both directions, and one commuter train, around us on Track 1. All trains were warned about the crowds in Geneva and West Chicago, ran slowly, and whistled freely. The passengers on the 1385 excursion were made aware and



◀ In August 1987, 1385 was backing up from the 40th Street Yard to CPT. This was on a Friday. The locomotive had been cleaned, the tender filled with coal and turned on the wye. Chris Burger was the engineer, so they stopped at the Noble Street tower, opposite Blommer Chocolate and here on the curve into CPT from the Illinois Division's West Line. The next day with Bill and Mike Raia on board with Chris the train headed to North Freedom.—Bill Raia photo, Raia Collection

allowed to unload while repairs were made. The parade of passing trains made many “photo ops” and it wasn't long until all the drug stores in Geneva were out of Kodachrome film!

After about 90 minutes, the “400 truck” crew and the museum volunteers had fabricated a new slide bearing and installed it (the hard part!). A short trial movement

of a few hundred feet up and back on Track 2 was made to see if the bearing worked. It did! 1385 sounded two long blasts on the whistle. The passengers began returning quickly to the train, the conductor gave the “All Aboard” and 1385 was on her way back to West Chicago. All this adventure had made us so late that 1385's 9:30am departure was

cancelled, but everyone was accommodated on the next two trips.

The West Chicago Railroad Days Parade kicked off at Noon on Sunday with the reviewing stand located right at the C&NW station on the street side. 1385 was on track at the station when the C&NW Illinois Division float passed by the reviewing stand. “Quite coincidentally,” the 1385 let out a 60-second blast on her whistle as the C&NW's float was being judged ... amid laughter from everyone around, including the judges. (The C&NW float won First Prize!) Then it was time for 1385 to load up and make another trip to Geneva and back. The Kate Shelley 400 was on the move again!

Welcome to the World of Steam Locomotives—C&NW 1385

By Dwight Anderson

I started in engine service in May 1974 and was promoted to Traveling Engineer in August 1979. I fired for several engineers that ran steam out of Boone, IA, but my experience was all with diesel locomotives. Later I was Traveling Engineer on the Illinois Division working for Division Manager Bill Otter. I didn't know it then but steam in the form of C&NW 1385 was close.

We ran C&NW with a full crew including a Fireman. Mid Continent had two firemen on the engine taking turns shoveling and running the injector. C&NW 1385 was the largest steam locomotive hand-fired with coal rather than a stoker on C&NW.

The first year on the 1385 was a real learning experience for me. Wisconsin Division Traveling Engineer Gary Selk traveled with the locomotive the first year to assist. Parts of 1385 were familiar to me

such as air brakes, sanders, etc. We had a few switch engines with similar air brakes in the early 1970s. Steam power was all new to me. Watching the sight glass was very important and the two firemen and I monitored our water closely!

I caught Illinois Engineer Paul Henk for a trip the first year. Paul had hired as a steam fireman in the early 1940s and had lots of steam experience. Paul was a great locomotive engineer with great “people skills.” I asked if he would be interested in working C&NW 1385 with me and he agreed. I learned a lot about steam from Paul.

In my opinion, the 1385 was the perfect size of steam locomotive to tour the C&NW system in the 1980s. We ran about 35 mph between stations which worked the fireman, but not too bad. We had a diesel locomotive behind 1385 with a control box on the 1385 but it was seldom used.

Running 1385 was hot and dirty but always a pleasure. I loved leaving a stop and hooking her up and making her bark a little. Once up to speed, you listened to be sure she was “running square”—throttle and valve gear set just right. I put a rail thermometer on a flagging box. The box was in the upper rear corner of the cab and ran between 120 and 130 degrees. We drank lots of water!

I ran 1385 for about five years and the engine was responsible for my interest in steam. I attended steam school in Forest City, IA in 2021 and 2022 after I retired from UPRR. I run steam traction engines now and operate a 1917 Minneapolis 28 hp. steamer a friend owns.

So glad for my experience on 1385 and glad this survivor was part of my life.

Dwight Anderson
C&NW Manager Locomotive Operations-
Fuel Conservation, Retired

My Recollections of the 1385

By Edward A. Burkhardt

I read all three articles (and know all the authors well), and they are excellent. I actually learned a few things, especially how very innovative repairs were handled as needed.

Chris Burger truly was the instigator of this program, but I was his wing man back at headquarters. As you can imagine, top rail management does not instinctively support such a plan, but I always made it clear the project had my full support, and similar support from the Division Managers of our operating divisions (who reported to me).

That said, the Oconto incident was totally unexpected (at least by me), and I fell for the trick hook line and sinker! I recall it rained much of the way from Oconto to Green Bay, and I emerged from the 1385 dirty, wet and happy! The two F's followed us to Green Bay.

I had occasion to attend several other 1385 events during this time and remember being at West Chicago Railroad Days with Bill Otter. I had no idea Dwight Anderson became such a "steam engineer" and of his interest in all forms of on- and off-rail steam locomotion.



▲ In August 1983, 1385 is at Bain to take on water. Bain is the junction with the then New Line, now Milwaukee Subdivision, from Proviso Yard near Chicago to Butler Yard northwest of Milwaukee. 1385 is on the connecting track from downtown Kenosha, Wisconsin.—Mike Raia photo

◀ An open house was held in September 1996 at the former Burlington Northern's Harrison Street roundhouse in Minneapolis, Minnesota. 1385 and F-7 401 were displayed at this event which was held in connection with the Chicago & Northwestern Historical Society annual convention in Minneapolis.—Chris Burger photo