

Once a railroader has enough seniority to leave the extra board and hold a regular job (run) he learns not to answer the phone. When the board runs out of men, crew callers begin calling men on regular assignments to fill jobs. If you answer the phone, you have to go.

Here is one of the Jordan Spreader working in the yard at Cudahy, Wisconsin (A Milwaukee Suburb). It's February 16th, 1985, and I was on the conductor's extra board at the time. The Milwaukee area had just been hit with a major snow and we were called to clear the snow out of the yard so the switch run could function in a timely manner. In the photo we're headed north on yard track 10. The passing track and the Old Line Subdivision are to the left and remaining yard tracks are to the right. The yard and mainline run through Ladish Drop Forge and there is no public access to the area. There was no room between the yard tracks for the snow so we had to use the wing on the spreader to keep shoving the snow to the side of the yard one track at a time.

Dan Sylvester



C&NW 4319 & ditcher in yard at Cudahy, WI, Dan Sylvester photo of Old Line Sub. 2-16-1985.



C&NW 949 westbound & 4319 with Ditcher in yard at Whitnall Ave. Cudahy, WI. 2-16-1985. Dan Sylvester photo



Locomotive cab view of the spreader hitting snow on the Air Line Sub, Rockfield, WI. 2-17-1985. Dan Sylvester photo



Locomotive cab view of the spreader on the Air Line Sub, Rockfield, WI. 2-17-1985. Dan Sylvester photo



Last is a classic crew shot taken at Cudahy later that same winter. March 19 to be exact. Left to right: Conductor Sylvester, brakemen Jim Yanke and Roger Beyer and Engineer Dan Roark. Note the Ladish plant on both sides of the frame.