

'OS' SKYKOMISH

Following is a recap of train movements originating or passing through Skykomish in early February, 1949. Times shown are "clearance times" and would be somewhat earlier than actual "OS" or "Train Report" times as shown on the Dispatcher's Train Sheet or Station Record of Train Movements prepared by the operator.

During this period, passenger traffic was predominant, with eight scheduled trains per day, occasionally augmented with extra movements. Second class freight schedules 441 and 442 were still in place with locals and work trains run as extras. Steam and electric power dominates, but diesels are running west on some of the passenger trains.

Sky was a busy place at this time, with road and helper steam power swapping out for electrics, and the big mallets getting 2-10-2 helpers at Gold Bar or vice versa. In little more than a year, by late March, 1950, this would change and the last mallet would go east. With diesel power out of Interbay, the Gold Bar helper disappeared altogether.

This information is from Form 1037, Train Dispatcher's Order Book labeled "Main Line Feb 2nd to Feb 5th = 1949 = "

<u>Clearance Time</u>	<u>Train</u>	<u>Inbound Power</u>	<u>Outbound Power</u>	<u>Notes</u>
<u>Feb 2</u>				
<note: earlier entries for this date in previous train order book>				
637 pm	X5004E	unk	5004	Helper 5006-5008
1138 pm	4	unk	5012	likely had 2 units
<u>Feb 3</u>				
1247 am	28	unk	5019	
131 am	X2050W	-----		Lite Hlpr to GBar for 442
235 am	27	5011	376	
526 am	X2117W	-----	2117	Lite Hlpr to GB, Lv. 540am then GB to RO for PX1712
618 am	1	5018	375	
618 am	3	5014	2506	likely had 2 units inbnd
718 am	442	2117	5017	likely 2 units on h/e out Hlpr 2050 in/5000-02 out
742 am	X2048W	5016	2048	likely 2 units on h/e inb Hlpr 5002-5000 inb

825 am	X3100W	-----	3100	West Local to Delta
826 am	WX3212	-----	3212	Snow Dozer Sky-Index
1020 am	PX5018	1712	5018	Psgr Extra, hlpr 2117 inb
1102 am	6	2517	5014	
1109 am	X2054W	5006	2054	Hlpr 5004-5008 inb
1244 pm	WX X838	X838	X838	Hi-Car works KY-CH
1255 pm	WX3212	3212	3212	Snow Dozer Sky-Index
220 pm	X2050W	-----	2050	Lite Hlpr to GBar
309 pm	5	5012	2517	
437 pm	2	375	unk	
624 pm	X5008E	2124	5008	Hlpr 2050 in/5004-06 out
1144 pm	4	unk	5012	likely 2 units outbd

Feb 4

1243 am	X2117	-----	2117	Lite Hlpr to GB for 442
No record	28	unk	5010	due out 105am, wire flre?
201 am	27	5011	375	
532 am	1	5018	unk	likely 376 outbd
542 am	3	5014	2506	likely 2 units inbd
733 am	WX3212		3212	Snow Dozer Sky-Index
746 am	442	2054	5018	Hlpr 2117 in/5000-02 out
808 am	X2050W	5002	2050	Hlpr 5019-5000 inbd
1045 am	X2117W	5006	2117	Hlpr 5004 inbd
1104 am	6	unk	5014	likely 2517 inbd
1232 pm	WX3212	3212	3212	SnwDzr KY-NX 5" new snw
159 pm	X2054W		2054	Lite Hlpr to GBar
426 pm	5	unk	2517	
446 pm	2	376	unk	
501 pm	WX3212	3212	3212	SnwDzr Sky-Scenic
916 pm	X5019E	2119	5019	Hlpr 2054 in/5006-04 out
1148 pm	4	unk	5012	likely 2 units out

Feb 5

1231 am	X2119W		2119	Lite to GB for 442
1237 am	441	5002	2054	
1240 am	28	unk	5017	
340 am	27	5011	376	
451 am	3	5016	2505	likely 2 units inbd
527 am	WX3100		3100	KY-CH, Likely SnDzr, goes "thru tunnel with 442"
615 am	1	unk	375	Likely 5018 inb
810 am	X3212W		3212	W Local. Swap w/ 3100
937 am	442	2050	5014	Likely 2 units on h/end Hlpr 2119 in/5000-02 out

1057 am	6	unk	5010	likely 2521 inbd
210 pm	X2119W		2119	Lite helper to GBar
418 pm	5	5017	2521	
435 pm	2	375	unk	
unk	441	5013	2050	inb hlpr 5006-5004
unk	X5018E	2054	5018	Hlpr 2119 in/5004-06 out

End of Book

Note: clearance times for last two trains would be shown on clearance page in subsequent train order book.

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Source: train order logbooks from Dave Sprau Collection, GNRHS Archives

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