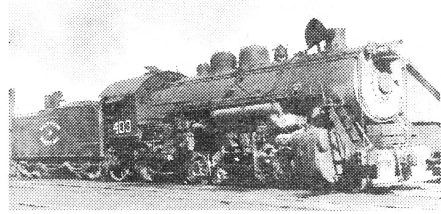# PUZZLE #18 — NEW CREWS ON THE EXTRA BOARD

Oscar (see puzzle #15) isn't the only Denver Midland employee who's been working hard. Over two dozen Denver Midland train and engine service employees retired or resigned in the past month, with the result that a new crop of extra-board engineers and conductors has been promoted from fireman and brakeman, respectively.

This morning the first five trains to leave North Yard all had train crews with "newly-minted" engineers—one of whom is Mr. White—and conductors, one of whom is Mr. Johnson. The consist of the five trains, in no particular order, were: a coal drag; a perishable extra (all refrigerator cars); a work train; a passenger excursion; and a mixed freight extra. Their destinations (again, in no particular order) were: Carbondale, Grand Junction, Ludlow, Pueblo, and Steamboat Springs.

The trains left at half-hour intervals, starting at 6:15 A.M. For each train, provide the consist, destination, and names of the engineer and conductor.

1. Extra 403 (the mixed freight) pulled out of the yard at some point after Engineer Bookman's train, but before the work extra left.

2. Conductor Stevens' train left some time after the train to Ludlow, which departed some time after the coal drag (which was not the 6:15 train). Mr. Fahey is not the conductor on the train to Ludlow.

3. The engineer on the 6:15 train (whose conductor is not Mr. Cooper) is not Mr. Flagg. Engineer Jones' destination on the 6:45 train is not Pueblo. And Engineer Bookman isn't running the perishable extra.

4. Conductor Hartley got out of the yard one hour after the train going to Grand Junction, but he still departed before Engineer Tucker, and before the train going to Carbondale. Mr. Fahey was the skipper on the passenger extra (which was not going to Carbondale nor Grand Junction, and whose engineer was not Mr. Tucker).

DENVER MIDLAND RAILWAY COMPANY
NORTH YARD DEPARTURES: EXTRA TRAINS, FEBRUARY 16, 1948

Depart.	Train	Destination	Cond'r.	Eng'r.
6:15				
6:45				
7:15				
7:45				
8:15				