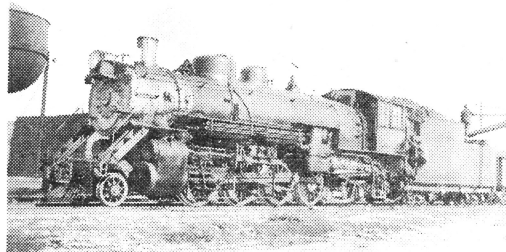


PUZZLE #6 — NORTH YARD DEPARTURES

The Denver Midland installed more tracks in the classification yard at Utah Junction (near Denver) in order to expedite the handling of its freight consists, and as a result, the yardmaster was actually able to get six trains assembled and out of the yard this morning before his coffee break.



By an amazing coincidence (of the sort that happens all the time in logic puzzles), the six trains which departed this morning were each powered by a different type of locomotive (one was a 2-8-0); each train's consist contained a different number of cars, with a different type of freight car making up most of the consist of each train (one train contained mostly flat cars) (we're *ignoring* the waycars [that's what the D.M. calls its cabooses]); and each was headed to a different destination (one was going to Colorado Springs). Each train contained a different mix of loaded and empty cars, as well (no two trains had the same number of loads or empties); the six trains carried 2, 4, 6, 8, 10, or 12 loads and 1, 3, 5, 7, 9, or 11 empties. From the information provided, determine the order in which the train departed the yard; its destination; and its consist, to include motive power, car type, and numbers of loaded and empty cars.

1. The train immediately ahead of the GP7-powered train was the train which departed right after the train of 19 box-cars; the GP7 left the yard immediately ahead of the train to Salt Lake City (which carried 12 loads and 9 MTYs).
2. The Alco FA/FB set departed immediately ahead of the steam engine pulling the stock train (which had 5 cars plus a waycar), which was directly ahead of the train to Grand Junction (which carried 5 empties), which was immediately in front of the train powered by the 2-8-2 (which had 2 more cars than the train to Laramie, Wyoming).
3. Three of the trains include: the last train to depart; the train powered by an F3 set (which isn't the train of tank cars); and the steam engine pulling the refrigerator cars. The train going to the C&S interchange in South Denver isn't the one pulled by the F3.
4. Three of the trains were powered by diesels; they were: the first train to depart; the train of coal cars; and the train with 6 loads. The EMD F3 set is not the power on the train with only 1 empty car.
5. The train to Pueblo included 10 loaded cars, while the 2-10-2 pulled a train of 17 cars plus the waycar.

DENVER MIDLAND RAILWAY COMPANY NORTH YARD — A.M. DEPARTURES, JUNE 5, 1951

	Destination	Consist			
		Power	Car Type	L	E
1					
2					
3					
4					
5					
6					