



Operating the mixed trains was most interesting. During these years passenger traffic on the RR&G was somewhat hampered by the fact that the railroad did not have a station building anywhere along its line. The air photo with the RR&G in Red and the T&P in blue, with the T&P depot circled, shows the problem at that end.

Arriving in Lecompte, #1 would be on the wrong end of the train, facing south so it would pull on to the T&P and shove its entire train north to the depot, so passengers could unload. Then, as soon as the passengers got off, #1 would then run back down the T&P, pulling its train into the interchange track, run around the train, pick up its caboose and back on to the RR&G and turn both itself and the caboose on the wye west of town, and return to the T&P. Now facing west with its caboose on its pilot, it would spot the caboose on the south end of its pickup on the second interchange track, get on the head end and pull north to the depot to pick up passengers. With passengers on board, #1 would back down the T&P, throw the switch to get on the RR&G and highball for Long Leaf.