



In 1919 as well, the RR&G and the Missouri Pacific agreed to build a joint depot in Long Leaf. For the first time, passengers would have a real depot, rather than getting off at the commissary. The depot is off of this map to the left, south of the present commissary, and part of the project included a passenger car storage track south of the depot. The last part of the project was a passenger train interchange track (the red dashed line) between the RR&G main and the MP main so that the passenger train did not have to go through the active mill yard and planer mill loading tracks to reach the depot.

Once again, as with Lecompte, this arrangement required a complex ballet of movement each afternoon when the train arrived. First, it would pull past the switch for the interchange track, then back up the interchange and get on the MP to go forward to pull into the depot. Now facing south, it had to get completely turned around and the passenger cars shoved into the storage track for the morning departure. That meant reversing the switching procedure to get back on the RR&G main line and backing all the way out the wye at Long Leaf Jct. to turn the train. Then backing all of the way back into town again using the interchange track to shove the passenger cars behind the depot in place for the morning departure before finally pulling #104 up to the engine house for fuel and water. Any way you cut it, it was a long day for the crew.