

Soon enough, #106 would arrive with its log loads and in a complicated maneuver requiring it to get around its loads, in order to push them up the unloading track #106 would pull its entire train north, up the main line, past the mill and down the hill to the MOPAC interchange yard.

There it could run around its train, and after cutting the train in two, it would now, in reverse, make the toughest pull of the day, pulling up the 4% grade from the MOPAC, back over the hill, down below the mill, across LA highway 497, and finally push them up the unloading track to unload them into the mill pond.

Then with the log cars unloaded, #106 will pull them south away from the unloading track, push them around on the main and ease them down the hill into a different track in the interchange yard.

Finally, it will repeat the entire process with the second half of the train.

Then it would couple both halves of the train together, shove the empties back up the hill and finally pull it out to the yard at Long Leaf Jct. to leave it in the yard to pick up on Monday, to take back into the woods.