



In 1919, the Mopac and the RR&G reconstructed the track layout at Long Leaf. The Mopac passing siding north of town, was re-constructed into a 2 track interchange yard, and a connection above the mill to this yard allowed the RR&G daily passenger train access to the joint MP-RR&G Depot without having to pass through the active mill site. This also permitted Crowell or RR&G crews to move loads directly to the Mopac without the Mopac crews having to switch the mill and planer. This improved the efficiency of both operations. Since the Mopac used the same cut as the T&P, again the RR&G crews could use their keys for access to the Mopac tracks. Today we use Mopac locks and keys on Like that above, on the museum railroad, which still can be opened by an RR&G key as well.