

RED RIVER & GULF RAILROAD.

C. T. CROWELL, President,
Los Angeles, Cal.
ANDREW & HAKENYOS, Gen. Att'ys,
Alexandria, La.
JNO. EVANS, Land Agent,
Long Leaf, La.

J. S. CROWELL, Gen. Manager,
Long Leaf, La.
H. F. ADEV, Auditor, "
R. D. CROWELL, Treasurer, "
A. B. SPENCER, Traffic Manager,
Long Leaf, La.

Mixed.	Mls	March, 1910.	Mls	Mixed.	
		LEAVE	ARRIVE		
1100 A M	0	Locompte, La.	22	9 55 A M	
1130 A M	5	Togo, La.	17	9 25 "	
1200 Noon	6	Holdup, La.	16	8 55 "	
1225 "	9	Forest Hill, La.	13	8 30 "	
1255 Noon	13	Long Leaf, La.	9	8 00 "	
145 P M	16	Kelley, La.	6	7 50 "	
215 P M	22	Ashmore, La.	0	7 20 A M	
		ARRIVE	LEAVE		

† Daily, except Sunday. STANDARD—Central time.
Will construct additional 35 miles south through St. Landry Parish, La.

CONNECTIONS.

At Long Leaf, La.—With St. Louis, Watkins & Gulf Ry.
At Locompte, La.—With Texas & Pacific, Southern Pacific and Chicago, Rock Island & Pacific Ry. (Louisiana Division).

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Mixed.	Mls	September, 1912.	Mls	Mixed.	
		LEAVE	ARRIVE		
1100 A M	0	Locompte, La.	22	9 55 A M	
1130 A M	5	Togo, La.	17	9 25 "	
1200 Noon	6	Holdup, La.	16	8 55 "	
1225 "	9	Forest Hill, La.	13	8 30 "	
1255 Noon	13	Long Leaf, La.	9	8 00 "	
145 P M	16	Kelley, La.	6	7 50 "	
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Red River & Gulf RR schedules from March, 1910 and September, 1912 From the Official Guide of the Railways of North America

Note that the actual train operations begin at Ashmore, in the morning, and the train runs through Long Leaf to Locompte, then returns to Ashmore in the afternoon.

Thus, Ashmore appears to be the place where Red River and Gulf #1 was serviced and where the railroad crew lived and worked out of.

No mention of this operation survives in any testimony in front of the ICC examiners, nor in any ICC documents relating to the railroad what so ever.

The last mention of RR&G service to Ashmore is the 1912 timetable in the July, 1913 Official Guide.