

The Red River and Gulf RR set itself up in business on April 1, 1906, operating over its own rails between Lecompte and Long Leaf, LA. They had been spiked down by Crowell & Spencer Lumber Company during 1905, and the RR&G had operated it under contract since December of that year. The railroad also took over operations of the first 9 miles of the old Crowell & Spencer tramway southwest of Long Leaf, out to the logging camp of Ashmore. Based on testimony from Stamps Crowell and R.D. White, the tramway had been picked up west of Ashmore to Osborne, and the iron used to build woods spurs off of the new railroad to Lecompte.

From the beginning, the railroad offered mixed train service between Lecompte, Long Leaf and Ashmore. The service could hardly be described as swift, however

| RED RIVER & GULF RAILROAD. | | | | | | |
|-------------------------------------------------------------------------|------|------------------|---------------------------------------------------|----------|--------|--|
| C. T. CROWELL, President, Los Angeles, Cal. | | | J. S. CROWELL, Gen. Manager, Long Leaf, La. | | | |
| ANDREW & HAKENYOS, Gen. Att'ys, Alexandria, La. | | | W. H. BURKE, Auditor, " " | | | |
| JNO. EVANS, Land Agent, Long Leaf, La. | | | R. D. CROWELL, Treasurer, " " | | | |
| | | | A. B. SPENCER, Traffic Manager, Long Leaf, La. | | | |
| Mixed. | Mls. | January, 1906. | | Mls. | Mixed. | |
| | | LEAVE | ARRIVE | | | |
| 11:00 A M | 0 | Lecompte, La. | 22 | 9:55 A M | | |
| 11:30 A M | 3 | Togo, La. | 17 | 9:25 " | | |
| 12:00 Noon | 6 | Holdup, La. | 16 | 8:55 " | | |
| 12:25 " | 9 | Forest Hill, La. | 13 | 8:30 " | | |
| 12:55 Noon | 13 | Long Leaf, La. | 0 | 8:00 " | | |
| 1:45 P M | 16 | Kelley, La. | 6 | 7:50 " | | |
| 2:15 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 Lecompte, La.—With Texas & Pacific and Southern Pacific Rys. | | | | | | |

According the railroad's entries in The Official Guide of the Railways, the mixed train (actually just a caboose that had room for passengers) started out in Ashmore at 7:20 in the morning, covered the 9 miles to Long Leaf by 8:00 am and dragged itself in to Lecompte at 9:55 am just short of 3 hours later to cover 22 miles. The return trip took 20 minutes longer probably because the mixed train picked up log cars set out at Togo and Holdup for the mill. Based on the schedule, one has to think that RR&G #1 was maintained in Ashmore, rather than in Long Leaf.