

Less than a month after the motor car service was inaugurated, Stamps Crowell signed the purchase papers for the Southland Timber Company which would keep Crowell & Spencer, Meridian and Alexandria Lumber companies in timber for through the end of World War 2, over twenty five years later. As a result of this purchase, 3 new lumber mills and towns , plus the Crowell lumbering camp of Hutton would be created in an area almost totally without significant population located 50 miles west of Long Leaf. The Red River and Gulf would be extended into this area to serve the mills and towns.

Despite the large investment already made in purchasing the Southland Timber, all but one of the companies that had agreed to purchase a share of the timber lands, had sufficient remaining timber resources to last for at least the next few years, which gave Crowell & Spencer the time to marshal its resources to prepare for the huge leap to the west.

Beginning construction at Long Leaf Jct. in early 1918, by June the RR&G was ready to lay track to the junction of its new track with the recently purchased Cady Lumber Company tram at Bliss which would jump the railroad another 17 miles further west to Stille. That left only 22 miles to go to the site of the Vernon Parish Lumber Co. mill at Kurthwood, which would be built by Crowell & Spencer.

Construction to Kurthwood was completed sometime in late June or early July, 1919 and the RR&G began running the daily mixed trains, trains #11 and #12, on a contract basis shortly there after. Service to Long Leaf and Meridian reverted to a daily train which was not shown to carry passengers in the official guide, but the employee timetables clearly state that these trains were to continue to be mixed trains.