

A couple of days ago, just before the storm, I decided to take a break from my methodical data transfer and once more try and find the tram way. Once more, it was not where I thought that it should be, so I moved south of Glenmora to trace out the Alexandria Lumber Co. grade. I was able to trace it back toward Glenmora, to where it joined the Louisiana Sawmill tram way grade and crossed the UP tracks at the little park on the south side of Glenmora. Moving back away from Glenmora, the grade split, and a line headed west and it soon wound up in Ashmore! It was the Original Crowell Tram! Going west from Ashmore, it crossed the Calcasieu River, not once, but three times! From there it turned south and ended up about ½ mile west of the Osborn Cemetery. It had never gone north of Glenmora, but had gone south to where the mill at Bolton was built later, and then gone west, crossed the river and gone south.

I had always postulated that the Louisiana Sawmill tram grade across the south side of Glenmora was built by that company in 1913, and it was used by ALCo as well for a number of years, and Hillyer, Deutsch and Edwards after that, being abandoned about 1940.

I now think that I was totally wrong, and we have to go back to the events of 1913-14 and follow what I think happened. I think that the Louisiana Sawmill tram, was purchased by them from Crowell & Spencer at that time with the proviso that ALCo had use of the tracks across the south side of Glenmora until they completed their logging. The Louisiana Sawmill Co. built their mill at Bolton precisely because the crossing of the Iron Mountain Was already in place, and they were guaranteed a friendly connection with the RR&G and multiple outlets for their products, rather than just the Iron Mountain. The old tramway between Louisiana Junction (south of Long Leaf) and Bolton was “sold” to the Red River and Gulf guaranteeing that connection. It all fits with the time line.

I am enclosing on the following page, a topo map of where I think that the tram ran, and on the page following a cut of the lidar imagery. Finally for those interested, I can email you a copy of the Google Earth KMZ or KML file so that you can follow the line on Google Earth.