

Mixed trains were not going to be enough this time. For the Kurthwood Extension, the RR&G was going to have a real passenger train for the first time. Two passenger cars, a coach and a combination baggage coach were purchased second hand from the Lackawanna RR and were delivered in Long Leaf in November, 1919. Waiting for them was to be the most famous still surviving piece of RR&G equipment, brand new Baldwin 4-4-0 #104 which had been delivered from Philadelphia in September.



With the arrival of the passenger cars, trains #1 and #2 began running between Long Leaf and Kurthwood in December, 1919, without benefit of a formal schedule, nor any written agreement between Crowell & Spencer and the RR&G over the use of the Crowell owned tracks from Bliss to Kurthwood. It did not matter. Whole towns were being built at Hutton, Kurthwood and Alco, and sawmills at the last two. Other camps, towns and mills were going in along the new railroad as fast as men and materials could be transported.