

Collecting passes and determining what employees, shippers and railroad officials received one is extremely difficult today. Railroads had all sorts of rules and regulations about issuing passes and maintained extensive lists of who they issued them to, and for what reason, as well as what other carriers issued passes to persons on their railroad as well.

With the passage of time and the demise of railroad operated passenger services, culminating in the creation of Amtrak in 1972, most if not all of these lists were destroyed.

When the RR&G started service in 1906 it is certain that the railroad started issuing passes at least to its employees and managers and probably to officials of connecting railroads such as the Rock Island, Watkins Road, and Texas & Pacific. Whether officials of those railroads reciprocated is not known as those passes would have went to C.T. Crowell in Los Angeles, and Stamps Crowell at Long Leaf personally.

As far as passes issued by the RR&G, very few have surfaced over the years. It is interesting that the RR&G had passes, which were issued to others, even in the years when the railroad did not run a regular passenger train. Before 1916, it appears that the only “passenger” service was in the caboose of the daily “mixed” train. From 1916 to 1920, the railroad apparently offered a motor car service from Long Leaf to Lecompte and from 1920 to 1926, a regular passenger train ran from Long Leaf to Kurthwood. On the other lines, and after 1926, it was a caboose ride or nothing.