

# Morgan's Louisiana & Texas R. R. and Steamship Co. Louisiana Western Railroad Co.

## TIME TABLE.

To Take Effect Thursday, October 22d, 1903, at 12:01 A. M.

CENTRAL STANDARD TIME (90th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public. These Companies reserve the right to vary from this Time Table as circumstances may require.

T. FAY,  
*General Superintendent.*

C. C. MALLARD,  
*Acting Assistant Superintendent.*

WM. F. OWEN,  
*Superintendent.*

# Morgan's Louisiana & Texas R. R. and Steamship Co.: New Orleans and Morgan City.

WEST.													Flagging distance expressed in number of telegraph poles.		DISTANCE FROM ALGIERS.	STATION NUMBER.	TIME TABLE									
Fourth Class.		Third Class.		Second Class.				First Class.				No. 11,														
53		51		111		109		245		243		241					9		7		5		3		October 22, 1903.	
Freight.		Freight.		Mixed.		Mixed.		Freight.		Sunset Freight Limited.		Freight.		Sunset Limited.		Pacific Coast Express.		Passenger.		Passenger.		STATIONS.				
Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		STATIONS.				
AM LV		AM LV		PM LV		PM LV		PM LV		AM LV		PM LV		AM LV		PM LV		AM LV		PM LV		STATIONS.				
11.55		9.00		6.55		3.40		11.55		9.00		6.55		3.40		11.55		9.00		6.55		3.40				
																						0		DN	NEW ORLEANS	
																								1	DN	ALGIERS
																								2	Double Track Junction	
																								3	Gretna	
																								4	Harvey	
																								5	Powell	
																								6	Powell	
																								11	DN	AVONDALE
																								12	Jefferson	
																								15	Witherow	
																								19	Salix	
																								24	Boutte	
																								27	Mestier	
																								28	Vallier	
																								32	DN	Des Allemands
																								36	Roux	
																								40	RACELAND JUNCTION	
																								41	DN	Bowie
																								44	Theriot	
																								47	Ewing	
																								49	Rousseau	
																								52	DN	Lafourche
																								54	THIBODAUX JUNCTION	
																								55	DN	Schriever
																								61	Chacahoula	
																								65	D	Donner
																								66	DN	Gibson
																								70	L'Ourse	
																								71	Ursa	
																								73	D	Boeuf
																								76	Ramos	
																								80	DN	MORGAN CITY

(11.00) (8.55) (.03) (.03) (6.18) (5.14) (5.04) (3.05) (3.24) (3.27) (3.33)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 81.)  
 Train No. 9 has absolute right of track over all trains.  
 Trains Nos. 241 and 243 have right of track over all Second Class trains.

# Morgan's Louisiana & Texas R. R. and Steamship Co.: Morgan City and New Orleans.

TIME TABLE				EAST.												3	
No. 11, October 22, 1903.		STATION NUMBER.	DISTANCE FROM ALGIERS.	Flagging distance expressed in number of telegraph poles. Danger Point    Caution Point		First Class.				Second Class.				Third Class.		Fourth Class.	
STATIONS.						4	6	8	10	242	244	110	112	246	52	54	
						Passenger Daily.	Passenger. Daily.	Crescent City Express. Daily.	Sunset Limited. Daily.	Freight. Daily.	Sunset Freight Limited. Daily.	Mixed. Daily.	Mixed. Daily.	Freight. Daily.	Freight. Daily.	Freight. Daily.	
DN	NEW ORLEANS	0				AM 11.30	PM 5.45	AM 8.50	PM 6.45								
DN	ALGIERS	1								AM 6.35	AM 12.35			AM 4.15	AM 9.40	PM 5.20	
	Double Track Junction	2	1.44							6.30	12.30			4.10	9.35	5.14	
	Gretna	3	3.23	13	15												
	Harvey	4	4.22							6.18	12.18			3.58	9.18	4.54	
	Powell	6	5.97							6.11	<b>12.11</b>			3.51	9.09	4.45	
DN	AVONDALE	11	11.29			10.30	<b>4.35</b>	<b>7.50</b>	5.35	5.50	AM 11.50			3.30	8.43	4.13	
	Jefferson	12	12.72			f 10.27	f 4.31										
	Witherow	15	15.11			10.22	4.26	7.39	5.27	5.35	11.36			3.15	<b>8.24</b>	3.45	
	Salix	19	18.77			f 10.15	f 4.19	7.32	5.21	5.21	11.22			<b>3.00</b>	<b>8.06</b>	3.27	
	Boutte	24	24.07			f 10.04	f 4.09	<b>7.22</b>	<b>5.12</b>	5.01	11.02			2.39	<b>7.22</b>	3.01	
	Mestier	27	26.74			f 9.59											
	Vallier	28	28.43			<b>9.55</b>	4.00	7.13	5.05	4.50	<b>10.43</b>			2.21	6.41	2.35	
DN	Des Allemands	32	32.04			s 9.48	s 3.53	7.06	4.59	<b>4.37</b>	10.07			<b>2.07</b>	6.19	2.10	
	Roux	36	36.04			9.39	3.44	6.58	4.52	4.22	<b>9.47</b>			1.35	5.55	<b>1.45</b>	
D	RACELAND JUNCTION	40	40.15			s 9.30	s 3.36	6.50	4.45	4.07	9.25			1.17	<b>5.30</b>	1.05	
DN	Bowie	41	41.28			s 9.27	s 3.33	s 6.48									
	Theriot	44	43.58			9.22	3.28	6.43	4.39	3.54	9.11			1.02	5.06	12.30	
	Ewing	47	47.06	13	15	9.15	3.21	6.36	4.33	3.41	8.57			12.47	4.45	<b>12.10</b>	
	Rousseau	49	49.09			f <b>9.10</b>	f 3.17	<b>6.32</b>	4.30	<b>3.34</b>	<b>8.46</b>			12.38	4.33	PM 11.52	
DN	Lafourche	52	51.72			s 9.04	s 3.11	6.27	4.26	3.25	8.36			12.27	4.17	11.32	
	THIBODAUX JUNCTION	54	54.10			8.59	3.06	6.22	4.22	3.17	8.27	AM 9.35	PM 3.15	12.17	4.03	11.12	
DN	Schriever	55	54.95			s 8.58	s { 3.05 3.00	s 6.21	4.21	3.14	8.24	9.32	3.12	12.13AM	<b>3.58</b>	11.07	
	Chacahoula	61	61.37			f 8.44	f <b>2.46</b>	6.08	4.10	2.51	8.00	AM LV	PM LV	<b>11.46</b> <b>11.21</b>	3.03	10.27	
D	Donner	65	64.60			f 8.37	f 2.40										
DN	Gibson	66	66.32			s <b>8.33</b>	s <b>2.36</b>	5.58	<b>4.02</b>	<b>2.33</b>	7.41			10.35	<b>2.33</b>	<b>9.52</b>	
	L'Ourse	70	70.00			f 8.27	f 2.25										
	Ursa	71	71.23			8.24	2.22	5.49	3.54	2.15	7.22			<b>10.10</b>	1.55	<b>9.00</b>	
D	Beuf	73	73.31			s 8.20	s 2.18	5.45	3.51	2.08	7.15			9.51	1.43	8.33	
	Ramos	76	76.33			f <b>8.14</b>	f 2.11	<b>5.39</b>	3.46	1.57	<b>7.04</b>			9.39	1.25	<b>8.14</b>	
DN	MORGAN CITY	80	80.44			s 8.05	s 2.02	s 5.30	s 3.37	1.43	6.36			9.23	1.00	7.25	

(8.25)    (8.43)    (3.20)    (3.08)    (4.52)    (5.59)    (.08)    (.08)    (6.52)    (8.40)    (9.55)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 81.)  
 Train No. 9 has absolute right of track over all trains.  
 Trains Nos. 241 and 243 have right of track over all Second Class trains.

# Morgan's Louisiana & Texas R. R. and Steamship Co.: Morgan City and Lafayette.

WEST.												Flagging distance expressed in number of telegraph poles.		DISTANCE FROM ALGIERS.		STATION NUMBER.		TIME TABLE	
Third Class.			Second Class.				First Class.				No. 11,								
55			119		117	245	243	241	9	7	5							3	October 22, 1903.
Freight.			Mixed.		Mixed.	Freight.	Sunset Freight Limited.	Freight.	Sunset Limited.	Pacific Coast Express.	Passenger.	Passenger.	Caution Point	Danger Point	STATIONS.				
Daily.			Daily.		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	15	13					
	AM	LV				AM	LV	AM	LV	PM	LV								
		10.45					5.58		12.44		10.44								
		10.52					6.01		12.47		10.47								
		11.35					6.28		<b>1.16</b>		11.09								
	PM	LV																	
		12.05					6.51		1.36		11.28								
		12.35					7.09		1.52		11.43								
		1.20			PM	LV	7.33		2.13		12.03								
		2.00					7.52		2.30		12.19								
		2.30			PM	AR	8.10		2.45		12.33								
		3.30					8.34		3.06		12.52								
		<b>4.17</b>					9.05		3.33		1.17								
		4.55			PM	LV	9.27		3.52		1.35								
		5.11			f	12.11		9.39	4.03		1.45								
		5.25			f	12.17		9.50	4.13		1.54								
		<b>5.50</b>				12.22		<b>10.00</b>	4.22		<b>2.11</b>								
		6.05			PM	AR	10.06		4.27		2.21								
		6.25					10.19		4.39		2.32								
		6.50					10.25		4.45		2.37								
		7.10					10.35		4.54		2.45								
		7.40					10.55		5.10		<b>3.08</b>								
	PM	AR																	
		Daily					Daily.		Daily.		Daily.								

(8.55)                      (.17)                      (.15)                      (4.57)                      (4.26)                      (4.24)                      (2.00)                      (2.12)                      (2.31)                      (2.22)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 81.)  
 Train No. 9 has absolute right of track over all trains.  
 Trains Nos. 241 and 243 have right of track over all Second Class trains.

Morgan's Louisiana & Texas R. R. and Steamship Co.: Lafayette and Morgan City.

TIME TABLE No. 11, October 22, 1903.	STATION NUMBER.	DISTANCE FROM ALGERS.	Flagging distance ex- pressed in number of telegraph poles.		EAST.												
					First Class.				Second Class.				Third Class.				
					4	6	8	10	242	244	118	120	246	56			
					Passenger.	Passenger.	Crescent City Express.	Sunset Limited.	Freight.	Sunset Freight Limited.	Mixed.	Mixed.	Freight.	Freight.			
Danger Point	Caution Point	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					
DN	MORGAN CITY 0 40	80	80.44			AM 7.55	AR 1.57	AM 5.28	PM 3.35			AM 1.43	AR 6.36			PM 9.23	AR 6.15
	Berwick 5 88	81	80.84			f 7.53	f 1.55	5.27	3.34			1.40	6.34			9.20	6.07
DN	Patterson 3 68	87	86.72			s 7.40	s 1.40	s 5.12	<b>3.18</b>			<b>1.16</b>	6.12			8.56	5.25
	Calumet 1 33	90	90.40			f 7.32	f 1.32										
	Ricohoc 3 96	92	91.73			7.29	1.29	5.02	3.08			<b>12.47</b>	5.53			8.36	4.45
DN	Bayou Sale 5 27	96	95.69			s 7.20	s 1.20	4.53	2.59			12.23	5.38			8.20	4.20
DN	FRANKLIN 4 16	101	100.96			s 7.09	s 1.08	s 4.42	s 2.48			12.02	5.18	AM 10.00	AR	7.59	3.35
DN	Baldwin 3 10	105	105.12			s 7.00	s 12.59	4.33	<b>2.40</b>			11.45	5.02	9.45		7.42	<b>2.40</b>
DN	Adeline 5 23	109	108.92			s 6.52	s 12.51	4.26	2.34			11.30	4.48	AM LV		7.27	1.56
DN	Jeannerette 6 68	114	114.15	13	15	s 6.41	s <b>12.39</b>	s 4.15	2.24			11.09	4.29			7.06	<b>12.39</b>
D	Olivier 4 71	121	120.83			f 6.28	f 12.26	4.02	2.13			10.42	4.04			6.39	11.45
DN	NEW IBERIA 2 69	126	125.54			s 6.17	s { 12.14 12.11	s { 3.50 3.47	s 2.02			10.23	3.46	AM 11.30	AR	6.20	11.15
	Segura 2 40	128	128.23			f 6.11	f 12.06	3.42	1.56			10.13	3.36		f 11.24	6.09	10.40
	Burke 2 22	131	130.63			f 6.06	f 12.01	3.37	1.51			10.03	3.27		f 11.18	5.59	10.20
DN	Cade 1 26	133	132.85			s 6.01	s 11.56	3.33	1.47			9.54	3.19		11.13	<b>5.50</b>	<b>10.00</b>
	Duchamp 2 89	134	134.11			f 5.58	f 11.52	3.30	1.45			9.49	3.14	AM LV		5.45	9.32
	Billeaud 1 42	137	137.00			5.52	11.46	3.24	1.40			9.37	3.03			5.33	9.15
DN	Broussard 2 24	138	138.72			s 5.49	s 11.43	3.21	1.38			<b>9.31</b>	2.58			5.27	9.00
	Landry 3 99	141	140.66			5.44	11.39	3.17	1.34			9.11	2.50			5.18	8.40
DN	LAFAYETTE	145	144.65			AM 5.35	LV 11.30	AM 3.08	LV 1.25			PM 8.55	LV 2.35			PM 5.02	LV 8.15
						Daily.	Daily.	Daily.	Daily.			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.

(2.20) (2.27) (2.20) (2.10) (4.48) (4.01) (.15) (.17) (4.21) (10.00)

All east bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 81.)  
 Train No. 9 has absolute right of track over all trains.  
 Trains Nos. 241 and 243 have right of track over all Second Class trains.

Handwritten calculations:  
 448  
 452  
 900  
 545

# LOUISIANA WESTERN R. R. CO.: Lafayette and Echo.

WEST.												Flagging distance expressed in number of telegraph poles.		DISTANCE FROM LAFAYETTE.	STATION NUMBER.	TIME TABLE	
Third Class.			Second Class.			First Class.					No. 11, October 22, 1903.						
59		57	135	245	243	241	133	131	9	7	5					STATIONS.	
Freight.		Freight.	Mixed.	Freight.	Sunset Freight Limited.	Freight.	Passenger.	Passenger.	Sunset Limited.	Pacific Coast Express.	Passenger.	Caution Point	Danger Point				
Daily.		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						
		AM 6.00 LV		PM 12.01 LV	AM 5.30 LV	AM 3.35 LV			PM 5.15 LV	AM 2.50 LV	PM 1.27 LV			145	DN.....LAFAYETTE.....		
		6.40		12.24	5.49	3.54			5.24	3.00	s 1.39			5.14	150	D.....Scott.....	
		7.10		<b>12.58</b>	6.09	4.15			5.33	3.10	f 1.50			10.44	155	D.....Duson.....	
		7.55		1.23	6.28	4.35			5.42	s 3.20	s 2.03			15.50	160	D.....Rayne.....	
		<b>8.37</b>		<b>1.53</b>	6.52	5.01		PM 3.41 LV	AM 8.57 LV	s 5.54	s 3.32	s <b>2.17</b>		22.03	167	DN.....Crowley.....	
		<b>9.10</b>		2.17	7.11	5.22		3.54	<b>9.10</b>	6.03	3.42	2.29		27.18	172	D.....Tortue.....	
		9.30		2.21	7.14	5.25		s 3.56	s 9.12	6.04	f 3.43	s 2.31		28.03	173	D.....Estherwood.....	
		<b>10.09</b>		<b>2.36</b>	7.21	5.33		4.01	9.17	6.07	3.47	s <b>2.36</b>		30.03	175	DN.....MIDLAND.....	
		<b>11.15</b>		3.01	7.41	5.55		PM AR	AM AR	<b>6.16</b>	f 3.57	s 2.47		35.52	180	D.....Mermentau.....	
		<b>11.30</b>		3.24	7.59	6.15				s 6.27	s 4.08	s 3.01		40.46	185	DN.....Jennings.....	
		<b>12.07</b> PM		3.50	8.20	6.37				6.36	f 4.18	s 3.12		46.09	191	D.....Roanoke.....	
		<b>12.36</b>		4.14	<b>8.39</b>	6.57				s 6.47	s 4.29	s 3.25		51.17	195	DN.....Welsh.....	
		1.12		<b>4.50</b>	<b>9.12</b>	7.21				6.57	4.40	f 3.38		57.24	201	D.....Lacassine.....	
		1.42												61.14	205	D.....St. L., W. & G. Crossing.....	
		2.22												62.64	207	DN.....Iowa.....	
		2.59												68.74	213	D.....Chloe.....	
		<b>3.51</b>		5.12	<b>9.34</b>	<b>7.43</b>				7.07	4.50	s <b>3.51</b>		71.07	214	.....MALLARD JUNCTION.....	
		<b>4.28</b>		5.36	9.58	8.07				7.17	5.02	f <b>4.04</b>		73.65	218	DN.....Lake Charles Passing Track.....	
		5.05		5.45	10.07	8.16				7.21	5.07	4.09		73.72		.....St. L., W. & G. Crossing.....	
		5.20	PM 2.31 LV	5.55	<b>10.17</b>	<b>8.38</b>				7.26	5.12	4.15		74.51	218	.....Lake Charles Passenger Depot.....	
		6.00	PM AR							s 7.30	s 5.16	s 4.21		74.87		.....K. C. S. Crossing.....	
				2.45										76.51	221	D.....Westlake.....	
		6.30		6.15	10.36	8.58				7.38	f 5.24	s <b>4.31</b>		78.79	223	.....Lockmoor.....	
		6.44		6.24	<b>10.54</b>	9.07				7.42	5.28	4.36		79.23	224	.....C. V. & S. Crossing.....	
		<b>7.24</b>												84.24	229	D.....Sulphur Mine.....	
		<b>8.10</b>		6.46	11.22	<b>9.27</b>				7.51	5.38	s 4.48		91.97	236	D.....Edgerly.....	
		<b>8.50</b>		7.17	11.53	9.56				8.04	5.52	s 5.03		97.38	242	DN.....Vinton.....	
		9.24		7.39	PM 12.18	<b>10.24</b>				8.13	f 6.02	s 5.15		102.38	247	.....Toomey.....	
		<b>10.24</b>		7.59	<b>12.40</b>	10.43				8.21	<b>6.11</b>	f 5.26		107.14	251	DN.....ECHO.....	
		11.04		<b>8.33</b>	1.05	11.05				<b>8.33</b>	6.23	5.39					
		11.40	AM AR														
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				

(5.40) (11.35) (.14) (8.32) (7.35) (7.30) (0.20) (0.20) (3.18) (3.33) (4.12)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 81.)  
 Train No. 9 has absolute right of track over all trains.  
 Trains Nos. 241 and 243 have right of track over all Second Class trains.  
 Train No. 135 has right of track over trains Nos. 242 and 244.



Morgan's Louisiana & Texas R. R. and Steamship Co. and Louisiana Western R. R. Co.

NEW IBERIA AND EUNICE.															LAFAYETTE AND ALEXANDRIA.																				
WEST.					Flagging distance expressed in number of telegraph poles.	DISTANCE FROM NEW IBERIA.	TIME TABLE No. II, Oct. 22, 1903.					STATION NUMBER.	EAST.					WEST.					Flagging distance expressed in number of telegraph poles.	DISTANCE FROM LAFAYETTE.	TIME TABLE No. II, Oct. 22, 1903.					STATION NUMBER.	EAST.				
SECOND CLASS.		FIRST CLASS.					STATIONS.	FIRST CLASS.		SECOND CLASS.			SECOND CLASS.		FIRST CLASS.			STATIONS.	FIRST CLASS.		SECOND CLASS.														
125	123	121						122	124	126			129	127			128		130																
Mixed.	Freight	Passenger.			Passenger	Freight.	Mixed.			Mixed.	Passenger.			Passenger.	Mixed.																				
Daily except Sunday.	Daily except Sunday.	Daily.			Daily.	Daily except Sunday.	Daily except Sunday.			Daily.	Daily.	Daily.			Daily.	Daily.																			
AM 8.30	LV 7.45	PM 12.37				.....	DN. NEW IBERIA..	126	AM 11.45	AR 5.05	AM 11.15	AM 7.00	LV 1.30	.....	DN. LAFAYETTE .....	145	AM 11.05	AR 6.50																	
8.39	8.00	12.42				2.13	Curtis .....	Q 128	11.40	4.50	11.06	s 7.43	s 1.45	7.16	D. Carencro .....	T 152	s 10.51	s 6.10																	
8.43	8.05	12.44				3.03	Robertson .....	Q 129	11.38	4.45	11.02	s 8.20	s 2.00	13.25	D. Sun Set .....	T 158	s 10.37	s 5.30																	
8.50	8.15	f 12.48				4.66	Dauids .....	Q 130	f 11.34	4.35	10.55	f 8.40	f 2.09	16.64	Bellevue .....	T 161	f 10.29	f 4.53																	
8.53	8.19	s 12.50				5.35	I. & V. JUNCTION.	Q 131	s 11.32	4.31	10.52	s 9.01	s 2.23	21.87	DN. Opelousas .....	T 166	s 10.17	s { 4.23 3.38																	
AM 9.15	AR	.....				9.82	SALT MINE .....	Q 135	.....	.....	AM 10.30	s 11.27	s 2.38	27.76	DN. Washington .....	T 172	s 10.02	s 2.38																	
.....	8.23	f 12.52				5.98	DEROUEN .....	IV 132	f 11.30	4.27	.....	f 11.55	f 2.50	32.36	Beggs .....	T 177	f 9.51	f 2.05																	
.....	8.31	f 12.56				7.41	Lee .....	IV 133	f 11.26	4.19	.....	s 12.14	f 2.58	35.52	Garland .....	T 180	f 9.44	s 1.46																	
.....	8.39	f 12.59				8.73	Poufette .....	IV 134	f 11.23	4.11	.....	f 12.31	f 3.05	38.34	Dubuisson .....	T 183	f 9.38	f 1.29																	
.....	8.52	f 1.05				10.91	Bob Acres .....	IV 136	f 11.17	3.58	.....	f 1.26	f 3.22	42.08	Whiteville .....	T 187	f 9.29	f 1.07																	
.....	9.10	f 1.08				12.25	Meadows .....	IV 138	f 11.14	3.50	.....	f 1.43	f 3.29	45.20	Barbreck .....	T 190	f 9.22	f 12.45																	
.....	9.45	s 1.15				14.94	Erath .....	IV 140	s 11.07	3.31	.....	s 2.06	s 3.39	48.03	Gold Dust .....	T 193	f 9.16	f 12.28																	
.....	10.05	f 1.23				18.28	Grosse Isle .....	IV 144	f 10.59	2.52	.....	f 2.19	f 3.45	51.85	D. Eola .....	T 196	s 9.07	s 12.05																	
.....	10.14	1.27				19.64	Youngs .....	IV 145	10.55	2.43	.....	f 2.28	f 3.49	54.04	McDonald .....	T 199	f 9.02	f 11.52																	
.....	10.50	s 1.32				21.49	Abbeville .....	IV 147	s 10.50	2.32	.....	f 2.33	f 3.51	55.55	Haas .....	T 200	f 8.59	f 11.43																	
.....	12.30	s 1.55				30.43	Kaplan .....	MO 200	s 10.27	1.32	.....	.....	.....	56.50	Stewart .....	T 201	f 8.57	f 11.38																	
.....	1.11	f 2.14				37.59	Mulvey .....	MO 193	f 10.08	11.40	.....	.....	.....	60.15	Tex. & Pac. Junction .....	.....	.....	.....																	
.....	1.52	s 2.33				45.28	Gueydan .....	MO 186	s 9.49	10.15	.....	.....	.....	60.27	DN. CHENEYVILLE .....	T 205	s 8.48	11.15																	
.....	2.33	s 2.33				48.89	Riceville .....	MO 182	f 9.40	9.56	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	3.00	f 2.42				52.38	Morse .....	MO 179	s 9.31	9.31	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	3.35	s 2.51				56.43	DN. MIDLAND .....	.....	s { 9.21 8.15	{ 8.53 8.33	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	4.00	s 3.01				60.25	Egan .....	MB 177	s 8.05	8.05	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	4.20	s 4.03				61.88	Oriza .....	MB 179	f 8.01	7.42	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	4.47	4.13				67.14	Iota .....	MB 185	s 7.48	7.10	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	4.57	f 4.17				72.74	Trilby .....	MB 191	f 7.34	6.35	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	5.35	s 4.30				79.72	EUNICE .....	MB 198	7.17	6.00	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	6.05	f 4.44				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....																	
.....	6.40	5.01				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....																	
Daily except Sunday.	Daily except Sunday.	Daily.				.....	.....	.....	Daily.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	.....	.....	.....	Daily.	Daily.																	

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 81.)



Morgan's Louisiana & Texas R. R. and Steamship Co. and Louisiana Western R. R. Co.

CADE AND ARNAUDVILLE.

WEST.		Flagging distance expressed in number of telegraph poles.	DISTANCE FROM CADE.	TIME TABLE No. II, Oct 22, 1903.		STATION NUMBER.	EAST.	
SECOND CLASS.				STATIONS.			SECOND CLASS.	
119	120			Mixed.	Daily.		Mixed.	Daily.
PM 12.40	LV	15 13	DN	CADE	133	AM	AR	
f 12.50			2.63	Delacroix	R 136	f	11.00	
1.03			5.96	ST. MARTINSVILLE JCT.	R 138		10.47	
s 1.06			6.53	D. ST. MARTINSVILLE	R 139	s	10.44	
1.34			5.96	ST. MARTINSVILLE JCT.	R 138		10.16	
f 1.59			12.11	Parks	R 145	f	9.51	
f 2.14			15.20	Azema	R 148	f	9.36	
f 2.17			15.74	Ruth	R 149	f	9.33	
s 2.37			18.69	D. Breaux Bridge	R 152	s	9.18	
f 2.52			21.60	Gecko	R 154	f	8.58	
f 3.07			24.56	De Clouet	R 157	f	8.43	
3.30			29.18	D. ARNAUDVILLE	R 162		8.20	
PM AR						AM LV		
Daily.						Daily.		

NAPOLEONVILLE AND THIBODAUX JUNCTION.

WEST.		Flagging distance expressed in number of telegraph poles.	DISTANCE FROM NAPOLEONVILLE.	TIME TABLE No. II, October 22, 1903.		STATION NUMBER.	EAST.	
SECOND CLASS.				STATIONS.			SECOND CLASS.	
111	109			Mixed.	Daily.		Mixed.	Daily.
PM 12.42	LV	15 13	D.	NAPOLEONVILLE	M 76	AM	AR	
12.48			1.40	ELM HALL JUNCTION	M 75		5.04	
s 1.22			9.80	D. Labadieville	M 66	s	4.30	
1.57			18.60	NAPOLEONVILLE JCT.	M 57		3.55	
s 2.02			19.52	D. THIBODAUX	M 58	s	3.50	
2.17			18.60	NAPOLEONVILLE JCT.	M 57		3.30	
2.22			21.80	THIBODAUX JUNCTION	M 54		3.15	
2.37								
PM AR						AM LV		
Daily.						Daily.		

BALDWIN AND CYPRE MORT.

WEST.		Flagging distance expressed in number of telegraph poles.	DISTANCE FROM BALDWIN.	TIME TABLE No. II, Oct. 22, 1903.		STATION NUMBER.	EAST.	
SECOND CLASS.				STATIONS.			SECOND CLASS.	
117	118			Mixed.	Daily.		Mixed.	Daily.
PM 4.25	LV	15 13	DN	BALDWIN	105	AM	AR	
s 4.37			2.36	F. & A. JUNCTION	P 108	s	9.19	
f 4.45			3.89	Vacherie	P 109	f	9.11	
f 5.06			8.15	Glencoe	P 113	f	8.50	
f 5.22			11.44	Cote Blanche	P 117	f	8.34	
5.41			15.16	CYPRE MORT	P 120		8.15	
PM AR						AM LV		
Daily.						Daily.		

SCHRIEVER AND HOUMA.

WEST.		Flagging distance expressed in number of telegraph poles.	DISTANCE FROM SCHRIEVER.	TIME TABLE No. II, October 22, 1903.		STATION NUMBER.	EAST.	
SECOND CLASS.				STATIONS.			SECOND CLASS.	
115	113			Mixed.	Daily.		Mixed.	Daily.
PM 6.20	LV	15 13	DN	SCHRIEVER	55	AM	AR	
f 6.36			3.88	Rebecca	N 59	f	2.19	
f 6.50			7.50	Central	N 62	f	2.05	
f 7.00			9.89	Crescent	N 65	f	1.55	
f 7.14			13.33	Southdown	N 68	f	1.41	
7.20			14.60	DN HOUMA	N 70		1.35	
PM AR						AM LV		
Daily.						Daily.		

RACELAND JUNCTION AND RACELAND.

WEST.				Flagging distance expressed in number of telegraph poles.	DISTANCE FROM RACELAND JUNCT.	TIME TABLE No. II, October 22, 1903.		STATION NUMBER.	EAST.										
SECOND CLASS.						STATIONS.			SECOND CLASS.										
107	105	103	101			Mixed.	Daily.		Mixed.	Daily.	Mixed.	Daily.	Mixed.	Daily.					
PM 5.50	LV	PM 3.40	LV	15 13	1.41	AM 9.35	LV	40	AM 8.30	AR	AM 9.20	AR	PM 3.20	AR	PM 5.35	AR			
5.57		3.47				9.42			8.57		41	8.23		9.13		3.13		5.28	
6.00		3.50				9.45			9.00		42	8.20		9.10		3.10		5.25	
PM AR		PM AR				AM AR			AM AR			AM LV		AM LV		PM LV		PM LV	
Daily.		Daily.				Daily.			Daily.			Daily.		Daily.		Daily.		Daily.	

HAYES AND MALLARD JUNCTION.

WEST.		Flagging distance expressed in number of telegraph poles.	DISTANCE FROM HAYES.	TIME TABLE No. II, October 22, 1903.		STATION NUMBER.	EAST.		
SECOND CLASS.				STATIONS.			SECOND CLASS.		
135	136			Mixed.	Daily.		Mixed.	Daily.	
PM 1.15	LV	15 13	9.64	AM 11.00	AR	214	AM 11.00	AR	
s 1.55				15.57	St. L., W. & G. Crossing				10.20
2.19				18.70	MALLARD JUNCTION				9.44
2.31									
PM AR									
Daily.						Daily.			

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 81.)

## SPECIAL INSTRUCTIONS.

---

¶—Stop for meals.

D—Day telegraph stations.

DN—Day and night telegraph stations.

Inferior class trains must clear the time of superior class trains five (5) minutes.

First Class trains will not exceed a speed of twenty (20) miles per hour, and all other trains a speed of ten (10) miles per hour over Berwick Bay Bridge.

First class trains will not exceed a speed of twenty-five (25) miles per hour, and all other trains a speed of ten (10) miles per hour over the Sabine and Calcasieu trestles.

Conductors of all Main Line trains, and Engineers running without Conductors, will register their arrival and departure in Register Books provided for that purpose at Algiers, Avondale, Schriever, Morgan City, Bayou Sale, Baldwin, New Iberia, Cade, Lafayette, Crowley, Midland, Lake Charles and Echo.

Conductors of Trains Nos. 3, 4, 5, 6, 7, 8, 9, 10, 241, 242, 243 and 244 will not be required to register at Schriever, Morgan City, Bayou Sale, Baldwin, New Iberia, Cade, Crowley, Midland and Lake Charles, operators will register for them.

Conductors of all Branch Trains and Engineers running without Conductors will register their arrival and departure in register books provided for that purpose, at Raceland, Napoleonville, Schriever, Houma, Franklin, Baldwin, New Iberia, Cade, Arnaudville, Lafayette, Cheneyville, Alexandria, Midland, Lake Charles and Eunice.

Conductors and Engineers will examine registers carefully and understand fully the situation of all trains that concern them, and if any such trains are not registered, they must be treated as not having arrived or departed, and the Dispatcher notified. It is the duty of Operators to report all failures of Conductors to register their trains promptly and correctly.

The speed of all trains in the city limits of Algiers, Gretna, Morgan City, Berwick, Jeannerette, New Iberia, Lafayette, Rayne, Crowley, Lake Charles, Opelousas and Alexandria must not exceed six (6) miles per hour.

Clock in the Dispatcher's office, Lafayette, is the Standard.

## RULE 99.

99. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when conditions require it. The front of a train must be protected in the same way when necessary by the front brakeman; if the front brakeman is not available, the fireman must act in his place.

(a) A sufficient distance to insure full protection requires that the flagman shall go back to a point thirteen telegraph poles from the rear of his train, where he must place one torpedo on the rail; he must then continue to go back at least fifteen telegraph poles from the rear of his train and place two torpedoes on the rail not more than two hundred feet apart, when he may return to within thirteen telegraph poles from the rear of his train, and remain there until recalled by the whistle of

his engine; but if a passenger train is due within five minutes, he must remain until it arrives. When he comes in he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train. The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train should be moved forward a sufficient distance to insure safety before the flagman is recalled.

(b) When a train is detained more than three minutes at any of its usual stops, the train must be protected as above provided.

(c) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted red fusee shall be thrown on the track at intervals to insure the absolute safety of the leading train.

See Rules 327 and 328.

### DOUBLE TRACK RULES.

1. The double track extends from Double Track Junction to Harvey and from Bayou Sale to Segura.

East bound trains will take the south track and west bound trains the north track.

2. If, from any cause, it becomes necessary to operate trains on a single track, it must be done by authority of the Superintendent, or by protecting the trains so operated, as required by General Rules 99 to 102, inclusive.

3. The double track junction switches, Passenger Junction and Double Track Junction, Bayou Sale and Segura, will be kept set and locked for the north track.

4. Trains must not be left standing upon, or do switching from the main tracks, when such work will cause detention to any regular trains.

5. All trains must STOP before reaching any station where a passenger train is receiving or discharging passengers, when such approaching train would pass between the standing train and the station platform. Special care must be exercised in passing stations where passengers cross the tracks. The speed of trains must be under full control at such points.

6. When two passenger trains running in opposite directions approach a station on double track at, or about, the same time, the east bound will have the right to go to the station platform first.

7. The two-position double semaphore signals at each train order office between Bayou Sale and Segura, will serve as train order and block signals. The normal position of the signals is at DANGER.

Trains will be governed by the position of the semaphore arm on the RIGHT HAND side of the post in the direction in which they are moving.

When the arm stands at right angles to the post (which will be indicated by a red light at night), it means DANGER, and a train must not pass the signal until it is changed.

When the semaphore arm stands at an angle of forty-five degrees to the post (which will be indicated by a green light at night), it means SAFETY, and a train having the right of track may proceed.

8. All trains running on double track must keep a sharp lookout for trains ahead and following. The use of semaphore signals does not relieve trainmen

from the observance of all rules in regard to flagging and the protection of their trains.

100. Freight trains having work to do on any other track may cross over if no passenger train is due, provided, no approaching freight train is in sight; and also provided, that a flagman has been sent with danger signals, as provided in Rule No. 99 not less than thirteen telegraph poles, or 2600 feet, in the direction of the expected train.

101. When a freight train on double track turns out onto the opposite track, to allow a passenger train running in the same direction to pass, and, while waiting a passenger train from the opposite direction arrives, the freight train may cross back and allow it to pass, provided, the other passenger train is not in sight; and also provided that a flagman has been sent with danger signals, as provided in Rule No. 99, not less than thirteen telegraph poles, or 2600 feet, in the direction of the expected train.

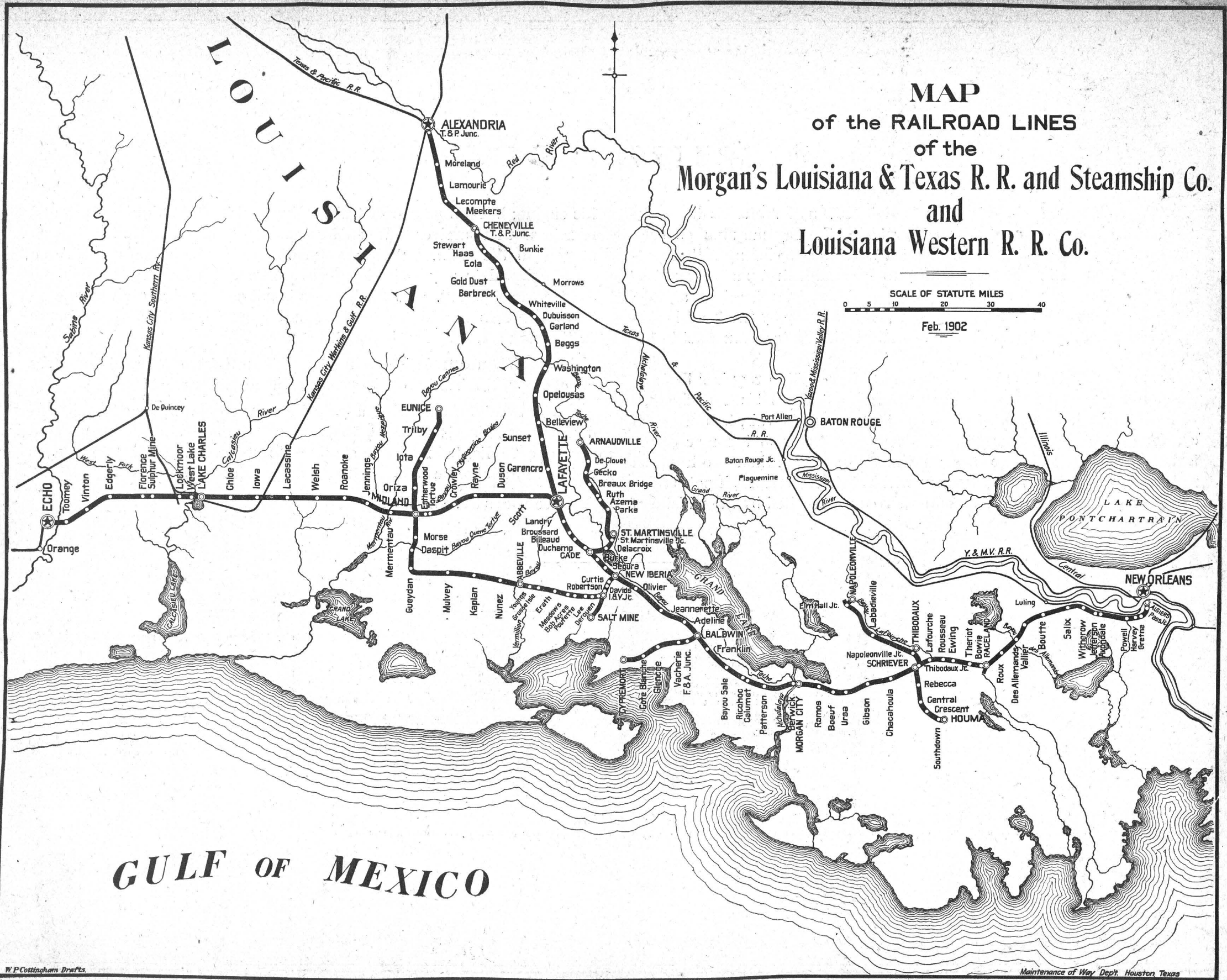
102. When it is necessary for a freight train on double track to turn out onto the opposite track to allow a passenger train running in the same direction to pass, and a passenger train running in the oppo-

site direction is due, a flagman must be sent back with danger signals, as provided in Rule No. 99, not less than thirteen telegraph poles, or 2600 feet in the direction of the following train, and the freight train must not cross over until one of the passenger trains arrives. Should the following passenger train arrive first, a flagman must be sent forward on the opposite track with danger signals, as provided in Rule No. 99, not less than thirteen telegraph poles or 2600 feet in the direction of the overdue passenger train before crossing over. Great caution must be used and good judgment is required, to prevent detention to either passenger train. The preference should always be given to the passenger train of superior class.

# MAP of the RAILROAD LINES of the Morgan's Louisiana & Texas R. R. and Steamship Co. and Louisiana Western R. R. Co.

SCALE OF STATUTE MILES  
0 5 10 20 30 40

Feb. 1902



GULF OF MEXICO