

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

TIME TABLE

To Take Effect Thursday, May 1st, 1902, 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 schedule as circumstances may require.

T. FAY,
General Superintendent.

G. F. HAWKS,
Assistant Superintendent.

WM. F. OWEN,
Superintendent.

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

WEST.												DISTANCE FROM ALGIERS.	STATION NUMBER.	TIME TABLE					
Fourth Class.			Third Class.		Second Class.				First Class.					No. 2, May 1, 1902.					
55			53		63		61		245		243			241		9	7	5	STATIONS
Freight.			Freight.		Mixed.		Mixed.		Freight.		Freight.		Freight.		Passenger.	Passenger.	Passenger.		
Daily.			Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.	Daily.	Daily.		
																		0	
																		DN..... NEW ORLEANS.....	
																		1	
																		DN..... ALGIERS.....	
																		2	
																		3	
																		4	
																		6	
																		11	
																		12	
																		15	
																		19	
																		24	
																		28	
																		32	
																		36	
																		40	
																		41	
																		44	
																		47	
																		49	
																		52	
																		54	
																		55	
																		61	
																		65	
																		66	
																		70	
																		71	
																		73	
																		76	
																		80	
																		DN..... MORGAN CITY.....	

(11.25) (8.30) (.03) (.03) (5.37) (4.48) (4.39) (2.13) (2.38) (3.04)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 84.)
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 No. 2, May 1, 1902.		EAST.												3		
		STATIONS	STATION NUMBER.	DISTANCE FROM ALGIERS.	First Class.			Second Class.			Third Class.		Fourth Class.			
					6	8	10	242	244	60	62	246	52	54		
					Passenger.	Passenger.	Passenger.	Freight.	Freight.	Mixed.	Mixed.	Freight.	Freight.	Freight.		
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					
DN	NEW ORLEANS	0														
DN	ALGIERS	1														
	Passenger Junction	2	1.44													
	Gretna	3	3.23													
	Double Track Junction	4	4.22													
	Powell	6	5.97													
DN	Avondale	11	11.29													
	Jefferson	12	12.57	f												
	Witherow	15	15.11													
	Salix	19	18.77	f												
	Boutte	24	24.07	f												
	Vallier	28	28.43													
DN	Des Allemands	32	32.04	s												
	Roux	36	36.04													
D	RACELAND JUNCTION	40	40.15	s												
DN	Bowie	41	41.28	s												
	Theriot	44	43.58													
	Ewing	47	47.06													
	Rousseau	49	49.09	f												
DN	Lafourche	52	51.72	s												
	THIBODAUX JUNCTION	54	54.10													
DN	Schriever	55	54.95	s												
	Chacahoula	61	61.37	f												
D	Donner	65	64.60	f												
DN	Gibson	66	66.32	s												
	L'Ourse	70	70.00	f												
	Ursa	71	71.23													
D	Boeuf	73	73.31	s												
	Ramos	76	76.33	f												
DN	MORGAN CITY	80	80.44	s												

(3.02) (2.36) (2.23) (4.44) (5.09) (0.08) (0.08) (6.49) (9.35) (10.30)

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

WEST.											DISTANCE FROM ALGIERS.	STATION NUMBER.	TIME TABLE							
Third Class.			Second Class.				First Class.						No. 2, May 1, 1902.							
75		77	69	245	243	241	9	7	5	STATIONS										
Freight.		Mixed.	Mixed.	Freight.	Freight.	Freight.	Passenger.	Passenger.	Passenger.											
Daily.		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.											
A M LV 10.50				A M LV 4.37		A M LV 1.26		P M LV 10.59		P M LV s 1.11		P M LV s 11.42		A M LV s 10.39		80.44	80	DN..... MORGAN CITY 0.40		
10.55				4.40		1.28		11.02		1.12		11.43		f 10.41		80.84	81	..... Berwick 5.88	
11.31				5.22		1.48		11.20		1.21		s 11.54		s 10.54		86.72	87	DN..... Patterson 3.68		
P M 12.11				5.42		2.05		11.37		1.29		A M 12.03		11.05		90.40	90	..... Calumet 1.33	
12.40				5.57		2.18		11.48		1.35		f 12.10		s 11.14		91.73	92	..... Ricohoc 3.96	
1.45			P M LV 3.40		6.17		2.34		A M 12.05		s 1.45		s 12.21		s 11.27		100.96	101	DN..... FRANKLIN 4.16	
2.20			P M LV 3.55		6.33		2.48		12.29		1.53		f 12.29		s 11.36		105.12	105	DN..... Baldwin 3.80	
2.50			P M AR		6.47		3.00		12.46		1.59		f 12.36		s 11.44		108.92	109	DN..... Adeline 5.23	
3.30				7.06		3.18		1.02		2.09		s 12.47		s 11.57		114.15	114	DN..... Jeannerette 6.68		
4.10				7.31		3.40		1.25		2.20		12.59		f P M 12.10		120.83	121	D..... Olivier 4.71		
4.35 } 5.05 }		P M LV 12.35		7.55		3.55		1.42		s 2.32 } 2.35 }		s 1.09 } 1.13 }		s 12.21 } 12.25 }		125.54	126	DN..... NEW IBERIA 2.69		
5.25		f 12.43		8.05		4.02		1.52		2.39		1.19		f 12.31		128.23	128	DN..... Segura 2.40		
5.45		f 12.50		8.14		4.12		1.59		2.43		1.24		f 12.38		130.63	131	..... Burke 2.22	
6.10		P M AR 12.56		8.25		4.19		2.08		2.47		1.28		s 12.43		132.85	133	DN..... Cade 1.26		
6.24		8.30		4.24		2.12		2.49		1.31		f 12.46		134.11		134	..... Duchamp 2.89		
6.44		8.41		4.34		2.23		2.54		1.37		12.52		137.00		137	..... Billeaud 1.42		
7.05		8.46		4.38		2.27		2.57		1.40		s 12.55		138.42		138	DN..... Broussard 2.24			
7.30		8.54		4.46		2.35		3.01		1.44		12.59		140.66		141	..... Landry 3.99		
8.05		P M AR		9.10		5.00		2.50		P M AR 3.10		1.53		P M AR 1.08		144.65	145	DN..... LAFAYETTE		
Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.						

(9.15) (.21) (.15) (4.33) (3.34) (3.51) (1.59) (2.11) (2.29)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 84.)
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. 2, May 1, 1902.		STATION NUMBER.	DISTANCE FROM ALGERS.	EAST.																	
				First Class.			Second Class.				Third Class.										
				6	8	10	242	244	68	76	246	74									
				Passenger. Daily.	Passenger. Daily.	Passenger. Daily.	Freight. Daily.	Freight. Daily.	Mixed. Daily.	Mixed. Daily.	Freight. Daily.	Freight. Daily.									
DN	MORGAN CITY 0.40	80	80.44	P M	AR	A M	AR	P M	AR	A M	AR	A M	AR			P M	AR	P M	AR		
	Berwick 5.88	81	80.84	f	2.39	s	5.34	s	3.57		12.16		2.11				7.31		7.20		
DN	Patterson 3.68	87	86.72	s	2.25	s	5.22		3.45		11.54 11.20		1.48				7.09		6.32		
	Calumet 1.33	90	90.40	f	2.16																
	Ricohoc 3.96	92	91.73		2.13		5.13		3.36		10.50		1.24				6.49		5.40		
DN	Bayou Sale 5.27	96	95.69	s	2.04	f	5.05		3.28		10.36		1.12				6.33		5.15		
DN	FRANKLIN 4.16	101	100.96	s	1.51	s	4.55	s	3.18		10.20		12.56		A M	AR	10.00		6.12	4.20	
DN	Baldwin 3.80	105	105.12	s	1.41	f	4.47		3.10		10.07		12.43			9.45		5.55	3.40		
DN	Adeline 5.23	109	108.92	s	1.33	f	4.40		3.03		9.55		12.32					5.40	3.03		
DN	Jeannerette 6.68	114	114.15	s	1.20	s	4.29		2.53		9.39		12.14					5.19	2.00		
D	Olivier 4.71	121	120.83	f	1.05		4.17		2.41		9.17		11.54					4.52	1.05		
DN	NEW IBERIA 2.69	126	125.54	s	12.53 12.49	s	4.07	s	2.30 2.28		9.02		11.39		A M	AR	11.55	4.33	12.20 pm 11.45		
DN	Segura 2.40	128	128.23	f	12.43		4.02		2.23		8.54		11.31				f	11.48	4.22	11.25	
	Burke 2.22	131	130.63	f	12.38		3.58		2.19		8.47		11.24				f	11.41	4.12	11.07	
DN	Cade 1.26	133	132.85	s	12.33		3.54		2.15		8.41		11.16			11.35		4.03	10.52		
	Duchamp 2.89	134	134.11	f	12.29		3.52		2.13		8.37		11.12		A M	LV		3.58	10.37		
	Billeaud 1.42	137	137.00		12.23		3.47		2.08		8.28		11.03					3.46	10.15		
DN	Broussard 2.24	138	138.42	s	12.20		3.44		2.05		8.24		10.59					3.40	10.00		
	Landry 3.99	141	140.66		12.14		3.40		2.01		8.17		10.52					3.31	9.35		
DN	LAFAYETTE	145	144.65	f	12.05		3.32	f	1.53		8.05		10.40					3.15	9.10		
				P M	LV	A M	LV	P M	LV	P M	LV	P M	LV					P M	LV	A M	LV
					Daily.		Daily.		Daily.		Daily.		Daily.					Daily.	Daily.		

(2.34) (2.02) (2.04) (4.11) (3.31) (15) (20) (4.16) (10.10)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 84.)
 Nos. 241 and 243 have right of track over all Second Class trains.

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

WEST.												DISTANCE FROM LAFAYETTE	STATION NUMBER.	TIME TABLE No. 2. May 1, 1902.					
Third Class.			Second Class.			First Class.					STATIONS.								
107	101		245	243	241		143	141	9	7				5					
Freight.	Freight.		Freight.	Freight.	Freight.		Passenger	Passenger	Passenger.	Passenger.				Passenger.					
Daily.	Daily.		Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.	Daily.								
	A M LV 7.45		A M LV 9.35	A M LV 5.20	A M LV 3.17				P M LV 3.30	A M LV 2.08	P M LV 1.28		145	DN	LAFAYETTE				
	8.10		9.52	5.35	3.33				3.41	2.20	s 1.39		5.14	150	DN	5.14 Scott			
	8.40		10.10	5.50	3.47				3.50	2.30	f 1.49		10.44	155		5.30 Duson			
	9.25		10.27	6.05	4.03				3.59	s 2.45	s 2.01		15.50	160	DN	5.06 Rayne			
	10.00 } 10.58 }		10.58	6.24	4.22		P M LV 4.27	A M LV 8.58	s 4.12	s 2.58	s 2.16		22.03	167	DN	6.53 Crowley			
	11.26		11.18	6.39	4.36		4.40	9.11	4.21	3.07	2.26		27.18	172		5.15 Tortue			
	11.43		11.21	6.42	4.39		s 4.42	s 9.13	4.22	3.08	s 2.29		28.03	173	D	2.00 Estherwood			
	12.08 PM 12.36		11.28	6.48	4.44		4.47	9.18	4.25	3.11	s 2.34		30.03	175	D	5.49 MIDLAND			
	1.20		11.46	7.04	4.59				4.34	f 3.20	s 2.47		35.52	180	DN	4.94 Mermentau			
	1.45 } 2.30 }		12.19	7.18	5.14				s 4.43	s 3.29	s 3.00		40.46	185	DN	5.63 Jennings			
	3.11		12.33	7.34	5.30				4.52	3.38	f 3.11		46.09	191		5.08 Roanoke			
	3.45 } 4.25 }		12.49	7.49	5.45				s 5.01	s 3.47	s 3.23		51.17	195	DN	6.07 Welsh			
	4.55		1.08	8.06	6.02				5.11	3.57	f 3.35		57.24	201		3.90 Lacassine			
													61.14	205		1.50 K. C. W. & G. Crossing			
	5.21		1.25	8.21	6.18				5.21	4.07	f 3.48		62.64	207	DN	6.10 Iowa			
	5.55		1.44	8.38	6.35				5.31	4.17	f 4.00		68.74	213		4.91 Chloe			
A M LV 6.30	6.20		2.00	8.56 } 9.01 }	6.51				5.41	4.27	4.11		73.65	218	DN	.07 Lake Charles Passing Track			
									s 5.51	s 4.37	s 4.21		73.71			.79 K. C. W. & G. Crossing			
													74.51	218		74.87			1.64 K. C. & S. G. Crossing
7.10			2.20	9.19	7.10				5.59	f 4.45	s 4.30		76.51	221	D	2.28 Westlake			
7.56			2.42	9.26	7.17				6.04	4.50	4.34		78.79	223		79.23	224		5.01 C. V. & S. Crossing
8.27			2.59	9.42	7.34				6.13	4.59	s 4.45		84.24	229	DN	1.98 Sulphur Mine			
													86.22	231		5.75 Florence Spur			
9.06			3.23	10.04	8.12				6.25	5.12	s 5.00		91.97	236	D	5.41 Edgerly			
9.45			3.40	10.31	8.28				6.34	f 5.22	s 5.12		97.38	242	DN	5.00 Vinton			
10.23			4.05	10.50	8.44				6.42	5.30	f 5.23		102.38	247		4.76 Toomey			
11.00			4.43	11.10	9.00				6.54	5.42	5.36		107.14	251	DN	4.76 ECHO			
A M AR	Daily.		P M AR	A M AR	A M AR		Daily.	Daily.	P M AR	A M AR	P M AR								

(4.30) (10.35) (7.08) (5.50) (5.43) (0.20) (0.20) (3.24) (3.34) (4.08)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 84.)
Nos. 241 and 243 have right of track over all Second Class trains.

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

TIME TABLE No. 2. May 1, 1902.			EAST.												7	
STATIONS	STATION NUMBER	DISTANCE FROM LAFAYETTE	First Class.					Second Class.				Third Class.				
			6		8		10	142	144	242		244		246	102	108
			Passenger		Passenger		Passenger	Passenger	Passenger	Freight		Freight		Freight	Freight	Freight
Daily.		Daily.		Daily.	Daily.	Daily.	Daily.		Daily.		Daily.	Daily.	Daily.			
DN	LAFAYETTE	145														
	5.14															
DN	Scott	150	5.14													
	5.30															
	Duson	155	10.44													
	5.06															
DN	Rayne	160	15.50													
	6.53															
DN	Crowley	167	22.03													
	5.15															
	Tortue	172	27.18													
	.85															
D	Estherwood	173	28.03													
	2.00															
D	MIDLAND	175	30.03													
	5.49															
DN	Mermentau	180	35.52													
	4.94															
DN	Jennings	185	40.46													
	5.63															
	Roanoke	191	46.09													
	5.08															
DN	Welsh	195	51.17													
	6.07															
	Lacassine	201	57.24													
	3.90															
	K. C. W. & G. Crossing	205	61.14													
	1.50															
DN	Iowa	207	62.64													
	6.10															
	Chloe	213	68.74													
	4.91															
DN	Lake Charles Passing Track		73.65													
	.07															
	K. C. W. & G. Crossing		73.71													
	.79															
	Lake Charles Passenger Depot	218	74.51													
	.36															
	K. C. S. & G. Crossing		74.87													
	1.64															
D	Westlake	221	76.51													
	2.28															
	Lockmoor	223	78.79													
	.44															
	C. V. & S. Crossing	224	79.23													
	5.01															
DN	Sulphur Mine	229	84.24													
	1.98															
	Florence Spur	231	86.22													
	5.75															
D	Edgerly	236	91.97													
	5.41															
DN	Vinton	242	97.38													
	5.00															
	Toomey	247	102.38													
	4.76															
DN	ECHO	251	107.14													

(4.10) (3.31) (3.17) (0.20) (0.20) (6.27) (6.25) (8.48) (11.09) (5.36)

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Nos. 241 and 243 have right of track over all Second Class trains.

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

NEW IBERIA AND EUNICE.										LAFAYETTE AND ALEXANDRIA.										
WEST.			DISTANCE FROM NEW IBERIA.	TIME TABLE		STATION NUMBER.	EAST.			WEST.			DISTANCE FROM LAFAYETTE.	TIME TABLE		STATION NUMBER.	EAST.			
SECOND CLASS.		FIRST CLASS.		No. 2,			SECOND CLASS.		FIRST CLASS.		SECOND CLASS.			FIRST CLASS.			No. 2,		SECOND CLASS.	
83	73	71		May 1, 1902.			70	72	82	81	79	81		79	May 1, 1902.		78	80		
Mixed.	Freight.	Passenger.			Passenger.	Freight.	Mixed.	Mixed.	Passenger.					Passenger.	Mixed.					
Daily except Sunday.	Daily except Sunday.	Daily.	STATIONS		Daily.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	STATIONS.		Daily.	Daily.							
A M 9.15	LV 7.30	P M 1.15		DN. NEW IBERIA	126	A M 11.50	AR 5.25	A M 11.20	A M 8.05	LV 1.30		DN. LAFAYETTE	145	A M 11.27	AR 9.40					
9.23	7.40	1.20	2.13	..... Curtis	Q 128	11.45	5.15	11.12	s 8.48	s 1.45	7.16	DN. Carencro	T 152	s 11.13	s 8.59				
9.27	7.44	1.22	3.03	..... Robertson	Q 129	11.43	5.11	11.06	s 9.25	s 2.00	13.25	DN. Sun Set	T 158	s 10.59	s 8.22				
9.31	7.52	f 1.26	4.66	..... Davids	Q 130	f 11.39	5.03	11.00	f 9.45	f 2.09	16.64	..... Belleview	T 161	f 10.51	f 8.02			
9.34	7.55	s 1.28	5.35	I. & V. JUNCTION	Q 131	s 11.37	5.00	10.57	s 10.39	s 2.22	21.87	DN. Opelousas	T 166	s 10.39	s 7.33					
AM 10.00	AR		9.82	SALT MINE	Q 135			AM 10.40	s 11.22	s 2.37	27.76	DN. Washington	T 172	s 10.25	s 6.32					
			5.98	..... DEROUEN	IV 132	f 11.35	4.57		f 11.45	f 2.49	32.36	..... Beggs	T 177	f 10.14	f 6.03			
	7.58	f 1.30	7.41	..... Lee	IV 133	f 11.31	4.50		s 12.01	f 2.57	35.52	..... Garland	T 180	f 10.07	s 5.47			
	8.05	f 1.34	8.73	..... Poufette	IV 134	f 11.28	4.44		f 12.15	f 3.04	38.34	..... Dubuisson	T 183	f 10.01	f 5.33			
	8.11	f 1.37	10.91	..... Bob Acres	IV 136	f 11.22	4.33		f 12.33	f 3.13	42.08	..... Whiteville	T 187	f 9.52	f 5.15			
	8.22	f 1.43	12.25	..... Meadows	IV 138	f 11.19	4.25		s 12.48	f 3.21	45.20	..... Barbreck	T 190	f 9.45	s 4.55			
	8.30	f 1.46	14.94	..... Erath	IV 140	s 11.12	4.06		f 1.02	f 3.28	48.03	..... Gold Dust	T 193	f 9.39	f 4.40			
	8.59	s 1.53	18.28	..... Grosse Isle	IV 144	f 11.04	3.26		s 1.21	s 3.38	51.85	..... Eola	T 196	s 9.30	f 4.18			
	9.39	f 2.01	19.64	..... Youngs	IV 145	11.00	3.17		f 1.32	f 3.43	54.04	..... McDonald	T 199	f 9.25	s 3.56			
	9.48	2.05	21.49	..... Abbeville	IV 147	s 10.55	3.10		f 1.39	f 3.47	55.55	..... Haas	T 200	f 9.21	f 3.47			
	9.55	s 2.10	30.43	..... Kaplan	MO 200	s 10.32	1.17		f 1.44	f 3.49	56.50	..... Stewart	T 201	f 9.19	f 3.32			
	11.48	s 2.33	37.59	..... Mulvey	MO 193	f 10.14	12.37 PM				60.15	..... Tex. & Pac. Junction						
	12.37	f 2.51	45.28	..... Gueydan	MO 186	s 9.51	11.58				60.27	DN. CHENEYVILLE	T 205	s 9.10	3.15				
	1.16	s 3.14	48.89	..... Daspit	MO 182	f 9.42	10.40				60.27	..... Meekers	T 211	f 8.34				
	2.07	f 3.23	52.38	..... Morse	MO 179	s 9.33	10.20				66.57	..... Lecompte	T 213	s 8.25				
	2.25	s 3.32	56.43	DN. MIDLAND		s 9.23	9.45				68.57	..... Lamourie	T 217	f 8.10					
	2.45	s 3.42	61.88	..... Oriza	MB 179	f 7.59	9.01				71.97	..... Moreland	T 221	f 7.50				
	3.20	s 4.52	67.14	..... Iota	MB 185	s 7.46	8.35				76.67	..... Tex. & Pac. Junction	T 228	s 7.20				
	3.45	f 5.06	72.74	..... Trilby	MB 191	f 7.32	8.00				83.75	DN. ALEXANDRIA	T 230	7.15					
	4.04	s 5.19	79.72	DN. EUNICE	MB 198	A M 7.15	LV 7.25				85.25			Daily.	Daily.					
	4.30	f 5.33																		
	5.05	f 5.33																		
	PM 5.40	AR 5.50																		
	Daily except Sunday.	Daily except Sunday.	Daily.			Daily.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.				Daily.	Daily.					

RACELAND JUNCTION AND RACELAND.										
WEST.			DISTANCE FROM RACELAND JUNCTION.	TIME TABLE		STATION NUMBER.	EAST.			
SECOND CLASS.				No. 2,			SECOND CLASS.		FIRST CLASS.	
59	57			May 1, 1902.			56	58	STATIONS.	
Mixed.	Mixed.				Mixed.	Mixed.				
Daily.	Daily.		STATIONS.		Daily.	Daily.				
P M 4.15	LV 9.05			DN. RACELAND JUNCTION	40	A M 8.50	AR 3.55			
4.22	9.12	1.41		..... Godchaux	41	8.43	3.48		
4.25	9.15	2.02		RACELAND	42	8.40	3.45			
P M 4.25	AR 9.15					A M 8.40	LV 3.45			
Daily.	Daily.					Daily.	Daily.			

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

CADE AND ARNAUVILLE.

WEST.		DISTANCE FROM CADE.	TIME TABLE No. 2, May 1, 1902.		STATION NUMBER.	EAST.	
SECOND CLASS.			STATIONS			SECOND CLASS.	
77						76	
Mixed. Daily.						Mixed. Daily.	
P M	1.05		DN	CADE	133	A M	11.30
				2.63			
f	1.15	2.63		Delacroix	R 136	f	11.20
				3.33			
f	1.28	5.96		ST. MARTINSVILLE JUNCTION	R 138	f	11.07
				0.57			
s	1.30	6.53	D	ST. MARTINSVILLE	R 139	s	11.05
	1.55			0.57			10.38
f	1.57	5.96		ST. MARTINSVILLE JUNCTION	R 138	f	10.36
				6.15			
f	2.22	12.11		Parks	R 145	f	10.11
				3.09			
f	2.37	15.20		Azema	R 148	f	9.56
				0.54			
f	2.40	15.74		Ruth	R 149	f	9.53
				2.95			
s	2.55	18.69	D	Breaux Bridge	R 152	s	9.38
				2.91			
f	3.10	21.60		Gecko	R 154	f	9.18
				2.96			
f	3.25	24.56		De Clouet	R 157	f	9.03
				4.62			
	3.48	29.18	D	ARNAUVILLE	R 162		8.40
P M						A M	
							LV
Daily.						Daily.	

BALDWIN AND CYPRE MORT.

WEST.		DISTANCE FROM BALDWIN.	TIME TABLE No. 2, May 1, 1902.		STATION NUMBER.	EAST.	
SECOND CLASS.			STATIONS			SECOND CLASS.	
69						68	
Mixed. Daily.						Mixed. Daily.	
P M	4.00		DN	BALDWIN	105	A M	9.41
				2.35			
f	4.12	2.36		F. & A. JUNCTION	P 108	f	9.29
				1.53			
f	4.20	3.89		Vacherie	P 109	f	9.21
				4.26			
f	4.41	8.15		Glencoe	P 113	f	9.00
				3.29			
f	4.57	11.44		Cote Blanche	P 117	f	8.44
				3.72			
	5.16	15.16		CYPRE MORT	P 120		8.25
P M						A M	
							LV
Daily.						Daily.	

NAPOLEONVILLE AND THIBODAU JUNCTION.

9

WEST.		DISTANCE FROM NAPOLEONVILLE.	TIME TABLE No. 2, May 1, 1902.		STATION NUMBER.	EAST.	
SECOND CLASS.			STATIONS			SECOND CLASS.	
63						60	
Mixed. Daily.						Mixed. Daily.	
P M	1.25		D	NAPOLEONVILLE	M 76	A M	11.46
				1.40			6.00
	1.30	1.40		ELM HALL JUNCTION	M 75		5.53
				8.40			
s	2.01	9.80	D	Labadieville	M 66	s	11.08
				8.80			5.12
	2.34	18.60		NAPOLEONVILLE JUNCTION	M 57		4.30
				0.92			
s	2.38	19.52	D	THIBODAU	M 58	s	10.28
	2.53			0.92			4.26
				3.20			4.11
	2.57	18.60		NAPOLEONVILLE JUNCTION	M 57		4.07
				3.20			
s	3.10	21.50	D	THIBODAU JUNCTION	M 54	s	9.56
				3.20			3.54
P M						A M	
							LV
Daily.						Daily.	

SCHRIEVER AND HOUMA.

WEST.		DISTANCE FROM SCHRIEVER.	TIME TABLE No. 2, May 1, 1902.		STATION NUMBER.	EAST.	
SECOND CLASS.			STATIONS.			SECOND CLASS.	
67						64	
Mixed. Daily.						Mixed. Daily.	
P M	3.45		DN	SCHRIEVER	55	A M	9.00
				3.88			3.15
f	4.07	3.88		Rebecca	N 59	f	8.34
				3.62			2.59
f	4.15	7.50		Central	N 62	f	8.13
				2.39			2.45
f	4.25	9.89		Crescent	N 65	f	7.59
				3.44			2.35
f	4.39	13.33		Southdown	N 68	f	7.38
				1.27			2.21
	4.45	14.60	DN	HOUMA	N 70		7.30
							2.15
P M						A M	
							LV
Daily.						Daily.	

DOUBLE TRACK RULES.

1. The double track extends from Passenger Junction to Double Track Junction 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, unless a train order or clearance card is received.
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 opposite 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.

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 fifteen (15) miles per hour, and all other trains a speed of eight (8) 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, Schriever, Morgan City, Bayou Sale, Baldwin, New Iberia, Cade, Lafayette, Crowley, Midland, Lake Charles and Echo.

Conductors of Trains Nos. 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.

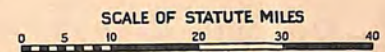
Conductors and Engineers will examine registers carefully and understand fully the situation of all trains that concern them, and if any such trains are not registered, they must be treated as not having arrived or departed, and the Dispatcher notified. It is the duty of Operators to report all failures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

Clocks in the Dispatchers' offices, Algiers and Lafayette, are the Standard.

Train No. 6 will take siding for Train No. 5.

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



Feb. 1902



GULF OF MEXICO

W. P. Cottingham, Drafts.

Maintenance of Way Dept. Houston, Texas