

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

TIME TABLE.

To Take Effect Monday, November 16th, 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.

WM. F. OWEN,
Superintendent.

C. C. MALLARD,
Assistant Superintendent.

A. F. CHURCH,
Train Master.

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

2		WEST.												Fading distance expressed in number of telegraph poles. Caution Point Danger Point		DISTANCE FROM ALGIERS.	STATION NUMBER.	TIME TABLE No. 12, November 16, 1903.													
Fourth Class.		Third Class.		Second Class.				First Class.				STATIONS.																			
53				51		111		109		245		243		241		9		7		5		3									
Freight.				Freight.		Mixed.		Mixed		Freight.		Sunset Freight Limited.		Freight.		Sunset Limited.		Pacific Coast Express.		Passenger.		Passenger.									
Daily.				Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.									
																						0		DN... NEW ORLEANS.							
																								1		DN... ALGIERS.					
																										2		... Double Track Junction ...			
																												3		... Gretna ...	
																												4		... Harvey ...	
																												6		... Powell ...	
																												11		DN... AVONDALE.	
																												12		... Jefferson ...	
																												15		... Witherow ...	
																												19		... Salix ...	
																												24		... Boutte ...	
																												27		... Mestier ...	
																												28		... Vallier ...	
																												32		DN... Des Allemands.	
																												36		... Roux ...	
																												40		D... RACELAND JUNCTION.	
																												41		DN... Bowie ...	
																												44		... Theriot ...	
																												47		... Ewing ...	
																												49		... Rousseau ...	
																												52		DN... Lafourche.	
																												54		... THIBODAUX JUNCTION.	
																												55		DN... Schriever ...	
																												61		D... Chacahoula ...	
																												65		D... Donner ...	
																												66		DN... Gibson ...	
																												70		... L'Ourse ...	
																												71		... Ursa ...	
																												73		D... Boeuf ...	
																												76		... Ramos ...	
																												80		DN... MORGAN CITY.	

(11.20) (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. 12, November 16, 1903.		STATION NUMBER.		DISTANCE FROM ALGIERS.		Flagging distance expressed in number of telegraph poles.		First Class.				Second Class.				Third Class.		Fourth Class.										
STATIONS.		STATION NUMBER.	DISTANCE FROM ALGIERS.	Danger Point	Caution Point	4		6		8		10		242		244		110		112		246		52		54		
						Passenger	Passenger.	Crescent City Express.	Sunset Limited.	Freight.	Sunset Freight Limited.	Mixed.	Mixed.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.	Freight.
						Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
DN	NEW ORLEANS	0				AM	AR	PM	AR	AM	AR	PM	AR															
DN	ALGIERS	1								AM	AR	AM	AR									AM	AR	AM	AR	PM	AR	
	Double Track Junction	2	1.44											7.20	12.30							4.10	9.35			4.54		
	Gretna	3	3.23	13	15																							
	Harvey	4	4.22											7.08	12.18							3.58	9.18			4.36		
	Powell	6	5.97											7.01	12.11							3.51	9.09			4.26		
DN	AVONDALE	11	11.29											6.41	AM 11.50							3.30	8.43			3.54		
	Jefferson	12	12.72			f	10.27	f	4.31																			
	Witherow	15	15.11				10.22		4.26					6.26	11.36							3.15	8.24			3.24		
	Salix	19	18.77			f	10.15	f	4.19					6.12	11.22							3.00	8.06			3.02		
	Boutte	24	24.07			f	10.04	f	4.09					5.52	11.02							2.39	7.22			2.30		
	Mestier	27	26.74			f	9.59																					
	Vallier	28	28.43				9.55		4.00					5.36	10.43							2.21	6.46			2.00		
DN	Des Allemands	32	32.04			s	9.48	s	3.53					5.23	10.07							2.07	6.24			1.38		
	Roux	36	36.04				9.39		3.44					5.08	9.47							1.35	6.00			1.04		
D	RACELAND JUNCTION	40	40.15			s	9.30	s	3.36					4.53	9.25							1.17	5.35			12.40		
DN	Bowie	41	41.28			s	9.27	s	3.33	s	6.48																	
	Theriot	44	43.58				9.22		3.28		6.43			4.40	9.11							1.02	5.12			12.08		
	Ewing	47	47.06	13	15		9.15		3.21		6.36			4.27	8.57							12.47	4.55			11.47		
	Rousseau	49	49.09			f	9.10	f	3.17		6.32			4.20	8.46							12.38	4.45			11.35		
DN	Lafourche	52	51.72			s	9.04	s	3.11		6.27			4.10	8.36							12.27	4.27			11.10		
	THIBODAUX JUNCTION	54	54.10				8.59		3.06		6.22			4.01	8.27	AM 9.35	AR 3.15	PM	AR			12.17	4.11			10.46		
DN	Schriever	55	54.95			s	8.58	s	3.05 3.00	s	6.21			3.58	8.24	AM 9.32	PM 3.12	LV	LV			12.13AM	3.58			10.41		
D	Chacahoula	61	61.37			f	8.44	f	2.46		6.08			3.33	8.00	AM	LV	PM	LV			11.46 11.21	3.00			9.41		
D	Donner	65	64.60			f	8.37	f	2.40																			
DN	Gibson	66	66.32			s	8.33	s	2.36		5.58			3.14	7.41							10.35	2.25			8.33		
	L'Ourse	70	70.00			f	8.27	f	2.25																			
	Ursa	71	71.23				8.24		2.22		5.49			2.55	7.22							10.10	1.55			7.38		
D	Boeuf	73	73.31			s	8.20	s	2.18		5.45			2.47	7.15							9.51	1.43			7.25		
	Ramos	76	76.33			f	8.14	f	2.11		5.39			2.36	7.04							9.39	1.25			7.05		
DN	MORGAN CITY	80	80.44			s	8.05	s	2.02	s	5.30	s	3.37	2.21	6.36	AM	LV	PM	LV			9.23	1.00			6.30		
						Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	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.)
 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				EAST.												5	
No. 12, November 16, 1903.		STATION NUMBER.	DISTANCE FROM ALGIERIS.	Flagging distance or pressed in number of telegraph poles.		First Class.				Second Class.				Third Class.			
STATIONS.				Danger Point	Caution Point	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.		
				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				
DN	MORGAN CITY	80	80.44														
	0.40																
	Berwick	81	80.84														
	5.88																
DN	Patterson	87	86.72														
	3.68																
	Calumet	90	90.40														
	1.33																
	Ricohoc	92	91.73														
	3.96																
DN	Bayou Sale	96	95.69														
	5.27																
DN	FRANKLIN	101	100.96														
	4.16																
DN	Baldwin	105	105.12														
	3.80																
DN	Adeline	109	108.92														
	5.23																
DN	Jeannerette	114	114.15	13	15												
	6.68																
D	Olivier	121	120.83														
	4.71																
DN	NEW IBERIA	126	125.54														
	2.69																
	Segura	128	128.23														
	2.40																
	Burke	131	130.63														
	2.22																
DN	Cade	133	132.85														
	1.16																
	Duchamp	134	134.11														
	2.89																
	Billeaud	137	137.00														
	1.42																
DN	Broussard	138	138.42														
	2.24																
	Landry	141	140.66														
	3.99																
DN	LAFAYETTE	145	144.65														

(2.20) (2.27) (2.20) (2.10) (4.39) (4.01) (.18) (.17) (4.21) (10.00)

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524
436
9.40

4-3
5-0
9-40

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

WEST.												Flugging distance expressed in number of telegraph poles.		DISTANCE FROM LAFAYETTE.	STATION NUMBER.	TIME TABLE					
Third Class.			Second Class.			First Class.					No. 12, November 16, 1903.										
57		135		245		243		241		133						131		9		7	
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.			
A M LV		P M LV		A M LV		A M LV		P M LV		A M LV		P M LV		A M LV		P M LV		P M LV			
5.00		12.01		5.30		3.35						5.15		2.50		1.27					
5.35		12.24		5.49		3.54						5.24		3.00		s 1.39				5.14	150
6.09		12.58		6.09		4.15						5.33		3.10		f 1.50				10.44	155
6.44		1.23		6.28		4.35						5.42		s 3.20		s 2.03				15.50	160
7.19		1.53		6.52		5.01		P M LV 3.45		A M LV 8.57		s 5.54		s 3.32		s 2.17				22.03	167
7.44		2.17		7.11		5.22						3.58		9.10		6.03		3.42		2.29	
7.57		2.21		7.14		5.25						s 4.00		s 9.12		6.04		f 3.43		s 2.31	
8.17		2.36		7.21		5.33						4.05		9.17		6.07		3.47		s 2.36	
8.50		3.01		7.41		5.55						P M AR 4.05		A M AR 9.17		6.16		f 3.57		s 2.47	
9.47		3.22		7.59		6.15						s 6.27		s 4.08		s 3.01				40.46	185
10.36		3.46		8.20		6.37						6.36		f 4.18		s 3.12				46.09	191
11.20		4.08		8.39		6.57						s 6.47		s 4.29		s 3.25				51.17	195
12.06 PM		4.34		9.12		7.21						6.57		4.40		f 3.38				57.24	201
12.36		4.59		9.34		7.43						7.07		4.50		s 3.51				61.14	205
1.08		5.27		9.58		8.07						7.17		5.02		f 4.04				62.64	207
1.34		P M LV 2.41		10.07		8.16						7.21		5.07		4.09				68.74	213
1.44		2.51		5.55		10.17		8.38				7.26		5.12		4.15				71.07	214
1.55		2.55		6.15		10.36		8.58				s 7.30		s 5.16		s 4.21				73.65	218
2.20		P M AR 2.55		6.24		10.54		9.07				7.38		f 5.24		s 4.31				73.72	218
2.34		6.15		10.36		8.58						7.42		5.28		4.36				74.51	218
3.10		6.46		11.22		9.27						7.51		5.38		s 4.48				74.87	218
4.00		7.17		11.53		9.56						7.38		f 5.24		s 4.31				76.51	221
4.39		7.39		12.18		10.24						7.42		5.28		4.36				78.79	223
5.09		7.59		12.40		10.43						7.51		5.38		s 4.48				79.23	224
5.39		8.33		1.05		11.05						8.04		5.52		s 5.03				84.24	229
P M AR 5.39		P M AR 8.33		P M AR 1.05		A M AR 11.05						8.13		f 6.02		s 5.15				91.97	236
Daily.		Daily.		Daily.		Daily.						8.21		6.11		f 5.26				97.38	242
Daily.		Daily.		Daily.		Daily.						8.33		6.23		5.39				102.38	247
Daily.		Daily.		Daily.		Daily.						P M AR 8.33		A M AR 6.23		P M AR 5.39				107.14	251

(12.39) (.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.

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

TIME TABLE		EAST.														
No. 12, November 16, 1903.		STATION NUMBER.	DISTANCE FROM LAFAYETTE.	Flagging distance ex- pressed in number of telegraph poles. Danger Point Cauton Point		First Class.					Second Class.			Third Class.		
STATIONS.						6	8	10	132	134	242	244	246	136	58	
						Passenger. Daily.	Crescent City Express. Daily.	Sunset Limited. Daily.	Passenger. Daily.	Passenger. Daily.	Freight. Daily.	Sunset Freight Limited. Daily.	Freight. Daily.	Mixed. Daily.	Freight. Daily.	
DN	LAFAYETTE	145			AM 11.10	AR 2.50	PM 1.15					PM 9.00	AR 2.02	PM 4.20		PM 5.50
D	Scott	150	5.14		s 11.00	2.40	1.06					8.40	1.39	3.53		5.24
	Duson	155	10.44		f 10.49	2.30	12.58					8.20	12.58	3.37		4.42
D	Rayne	160	15.50		s 10.39	s 2.20	12.49					8.01	12.30	3.17		4.12
DN	Crowley	167	22.03		s 10.27	s 2.08	s 12.38	AM 8.37	AR 3.25	PM		7.37	12.06	2.51		3.30
	Tortue	172	27.18		10.15	1.56	12.28	8.24	3.12			7.18	11.47	2.29		3.20
													2.17			2.56
D	Estherwood	173	28.03		s 10.14	f 1.55	12.27	s 8.22	s 3.10			7.15	11.44	1.53		2.51
DN	MIDLAND	175	30.03		s 10.09	1.51	12.24	8.17	3.05			7.08	11.37	1.44		2.36
D	Mermentau	180	35.52		s 9.58	f 1.40	12.15	AM LV	PM LV			6.46	11.15	1.19		1.40
DN	Jennings	185	40.46		s 9.47	s 1.30	s 12.07					6.27	10.57	12.56		12.56
D	Roanoke	191	46.09		s 9.35	f 1.19	11.57					6.01	10.36	12.30		12.20PM
DN	Welsh	195	51.17		s 9.25	s 1.09	s 11.49					5.42	10.17	12.06PM		11.49
	Lacassine	201	57.24		f 9.12	12.57	11.38					5.19	9.54	11.38		11.20
	St. L., W. & G. Crossing	205	61.14													10.55
DN	Iowa	207	62.64	13	s 9.00	12.47	11.28					4.59	9.34	11.04		10.30
	Chloe	213	68.74		f 8.48	12.35	11.18					4.34	9.02	10.38		9.58
	MALLARD JUNCTION	214	71.07		8.43	12.30	11.14					4.25	8.53	10.28	AM 9.49	9.39
DN	Lake Charles Passing Track	73.65			8.38	12.25	11.10					4.15	8.38	10.17	9.39	9.23
	St. L., W. & G. Crossing	73.72											8.15			
	Lake Charles Passenger Depot	218	74.51		s 8.34	s 12.21	s 11.06								9.35	
	K. C. S. Crossing	74.87												AM LV		
D	Westlake	221	76.51		s 8.26	f 12.13	10.58					3.41	7.55	9.56		8.58
	Lockmoor	223	78.79		8.21	12.09	10.54					3.32	7.46	9.47		8.42
	C. V. & S. Crossing	224	79.23			AM										
D	Sulphur Mine	229	84.24		s 8.10	11.58	10.45					3.10	7.24	9.27		8.10
D	Edgerly	236	91.97		s 7.56	11.44	10.33					2.39	6.53	8.43		7.08
DN	Vinton	242	97.38		s 7.45	f 11.34	10.24					2.17	6.31	8.18		6.31
	Toomey	247	102.38		f 7.35	11.24	10.16					1.57	6.11	7.55		6.02
DN	ECHO	251	107.14		7.23	11.12	10.04					1.35	5.35	7.33		5.05
					AM LV	PM LV	AM LV					PM LV	AM LV	AM LV		AM LV
					Daily.	Daily.	Daily.	Daily.	Daily.			Daily.	Daily.	Daily.		Daily.

(3.47) (3.38) (3.11) (0.20) (0.20) (7.25) (8.27) (8.47) (.14) (12.45)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. (See Rule 51.)
 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.				Plugging distance expressed in number of telegraph poles. Caution Point Danger Point		DISTANCE FROM NEW IBERIA.		TIME TABLE		STATION NUMBER.		EAST.				Plugging distance expressed in number of telegraph poles. Caution Point Danger Point		DISTANCE FROM LAFAYETTE.		TIME TABLE		STATION NUMBER.		EAST.							
SECOND CLASS.		FIRST CLASS.						No. 12, Nov. 16, 1903.				FIRST CLASS.		SECOND CLASS.						SECOND CLASS.				FIRST CLASS.		No. 12, Nov. 16, 1903.		FIRST CLASS.		SECOND CLASS.	
125	123	121						122	124			126	129	127	128					130	129			127	128	130	129	127	128	130	
Mixed.	Freight	Passenger.		Passenger	Freight.	Mixed.	Mixed.	Passenger.	Passenger.	Passenger.	Mixed.	Passenger.	Mixed.	Mixed.	Mixed.	Passenger.	Mixed.	Passenger.	Mixed.												
Daily except Sunday.	Daily except Sunday.	Daily.		Daily.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.												
AM 8.30	LV 7.45	PM 12.37	LV	DN. NEW IBERIA..	126	AM 11.45	AR	PM 5.05	AR	AM 11.15	AR	AM 7.00	LV	PM 1.30	LV	DN. LAFAYETTE	145	AM 11.05	AR	PM 6.50	AR										
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 10.17	s 2.23			21.37	DN. Opelousas	T 166	s 10.17	s 4.28											
				9.82	SALT MINE	Q 135						s 11.27	s 2.38			27.76	DN. Washington	T 172	s 10.02	s 2.38											
AM 9.15	AR			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											
		8.3	f 12.52	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											
		8.31	f 12.56	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											
		8.39	f 12.59	10.91	Bob Acres	IV 136	f 11.17	3.58				f 1.07	f 3.14			42.08	Whiteville	T 187	f 9.29	f 1.07											
		8.52	f 1.05	12.25	Meadows	IV 138	f 11.14	3.50				f 1.26	f 3.22			45.20	Barbreck	T 190	f 9.22	f 12.45											
		9.10	f 1.08	14.94	Erath	IV 140	s 11.07	3.31				f 1.43	f 3.29			48.03	Gold Dust	T 193	f 9.16	f 12.28											
		9.45	s 1.15	18.28	Grosse Isle	IV 144	f 10.59	2.52				s 2.06	s 3.39			51.85	D. Eola	T 196	s 9.07	s 12.05											
		10.05	f 1.23	19.64	Youngs	IV 145	10.55	2.43				f 2.19	f 3.45			54.04	McDonald	T 199	f 9.02	f 11.52											
		10.14	1.27	21.49	Abbeville	IV 147	s 10.50	2.32				f 2.28	f 3.49			55.55	Haas	T 200	f 8.59	f 11.43											
		10.50	s 1.32	30.43	Kaplan	MO 200	s 10.27	1.32				f 2.33	f 3.51			56.50	Stewart	T 201	f 8.57	f 11.38											
		12.30	s 1.55	37.59	Mulvey	MO 193	f 10.08	11.40								60.15	Tex. & Pac. Junction														
		1.11	f 2.14	45.28	Gueydan	MO 186	s 9.49	10.15				2.56	s 4.00			60.27	DN. CHENEYVILLE	T 205	s 8.48	11.15											
		1.52	s 2.33	48.89	Riceville	MO 182	f 9.40	9.56				PM AR	PM AR			60.27	DN. CHENEYVILLE	T 205	AM LV	AM LV											
		2.33	s 2.33	52.38	Morse	MO 179	s 9.31	9.31				PM LV	PM LV			66.57	Meekers	T 211	f 8.33	10.34											
		3.00	f 2.42	56.43	DN. MIDLAND		s 9.21	8.53				3.50	f 4.15			68.57	D. Leconte	T 213	s 8.28	10.22											
		3.35	s 2.51	60.25	Egan	MB 177	s 8.05	8.05				4.20	s 4.20			71.97	D. Lamourie	T 217	f 8.20	10.02											
		4.00	s 3.01	61.88	Oriza	MB 179	f 8.01	7.42				4.31	s 4.30			76.67	D. Moreland	T 221	f 8.09	9.29											
		4.20	s 4.07	67.14	Iota	MB 185	s 7.48	7.10				4.55	f 4.30			83.75	Tex. & Pac. Junction	T 228	7.52	8.46											
		4.47	4.17	72.74	Trilby	MB 191	f 7.34	6.35				PM AR	PM AR																		
		4.57	f 4.21	79.72	EUNICE	MB 198	7.17	6.00				6.25	4.58																		
		5.35	s 4.34									6.35	5.03																		
		6.05	f 4.48									PM AR	PM AR																		
		6.40	5.05																												
Daily except Sunday.	Daily except Sunday.	Daily.				Daily.	Daily.	Daily except Sunday.	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.				TIME TABLE		EAST.		
SECOND CLASS.				No. 12,		SECOND CLASS.		
119				Nov. 16, 1903.		120		
Mixed.				STATIONS.		Mixed.		
Daily.						Daily.		
P M	LV			DN	CADE	133	A M	AR
	12.40				2.63			11.10
f	12.50				Delacroix	R 136	f	11.00
	1.03				0.57			10.47
s	1.06				ST. MARTINSVILLE JCT.	R 138	s	10.44
	1.31				0.57			10.19
	1.34				D. ST. MARTINSVILLE	R 139		10.16
f	1.59				6.15			9.51
	2.14				ST. MARTINSVILLE JCT.	R 138		9.36
f	2.17				0.54			9.33
s	2.37				Parks	R 145	s	9.18
f	2.52				0.54			8.58
f	3.07				Azema	R 148	f	8.43
	3.30				2.95			8.20
P M	AR				Ruth	R 149	P M	AR
Daily.					2.91		Daily.	

NAPOLEONVILLE AND THIBODAU JUNCTION.

WEST.				TIME TABLE		EAST.		
SECOND CLASS.				No. 12,		SECOND CLASS.		
111				Nov. 16, 1903.		110		
Mixed.				STATIONS.		Mixed.		
Daily.						Daily.		
P M	LV			DN	NAPOLEONVILLE	M 76	A M	AR
	12.42				1.40			11.31
	12.48				8.40			5.10
s	1.22				ELM HALL JUNCTION	M 75	s	5.04
	1.57				8.80			4.30
s	2.02				D. Labadieville	M 66	s	3.55
	2.17				0.92			3.50
	2.22				ST. MARTINSVILLE JCT.	M 57		3.35
	2.37				0.92			3.30
P M	AR				D. THIBODAU	M 58	P M	AR
Daily.					3.20		Daily.	

BALDWIN AND CYPRE MORT.

WEST.				TIME TABLE		EAST.		
SECOND CLASS.				No. 12,		SECOND CLASS.		
117				Nov. 16, 1903.		118		
Mixed.				STATIONS.		Mixed.		
Daily.						Daily.		
P M	LV			DN	BALDWIN	105	A M	AR
	4.30				2.36			9.00
s	4.43				F. & A. JUNCTION	P 108	s	8.47
f	4.52				1.53			8.38
f	5.18				Vacherie	P 109	f	8.12
f	5.38				4.26			7.52
	6.00				Glencoe	P 113		7.30
P M	AR				3.29		P M	AR
Daily.					3.72		Daily.	

WEST.				TIME TABLE		EAST.		
SECOND CLASS.				No. 12,		SECOND CLASS.		
115				Nov. 16, 1903.		114		
Mixed.				STATIONS.		Mixed.		
Daily.						Daily.		
P M	LV			DN	SCHRIEVER	55	A M	AR
	6.20				3.88			8.40
f	6.36				Rebecca	N 59	f	2.19
f	6.50				3.62			2.05
f	7.00				Central	N 62	f	1.55
f	7.14				2.39			1.41
	7.20				Crescent	N 65		1.35
P M	AR				3.44		P M	AR
Daily.					Southdown	N 68	Daily.	

RACELAND JUNCTION AND RACELAND.

WEST.				TIME TABLE		EAST.						
SECOND CLASS.				No. 12,		SECOND CLASS.						
107				Nov. 16, 1903.		102						
Mixed.				STATIONS.		Mixed.						
Daily.						Daily.						
P M	LV			DN	RACELAND JUNCTION	40	A M	AR				
	5.50				1.41							
	5.57				Godchaux	41						
	6.00				0.61							
P M	AR				RACELAND	42	P M	AR				
Daily.					2.02		Daily.					

WEST.				TIME TABLE		EAST.		
SECOND CLASS.				No. 12,		SECOND CLASS.		
135				Nov. 16, 1903.		136		
Mixed.				STATIONS.		Mixed.		
Daily.						Daily.		
P M	LV			DN	HAYES	L 232	A M	AR
	1.25				9.64			11.05
s	2.05				5.93			10.25
	2.29				15.57			10.01
	2.41				3.13			9.49
P M	AR				MALLARD JUNCTION	214	P M	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 5 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 the 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 Cade.

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 Cade, 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 Cade, 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.

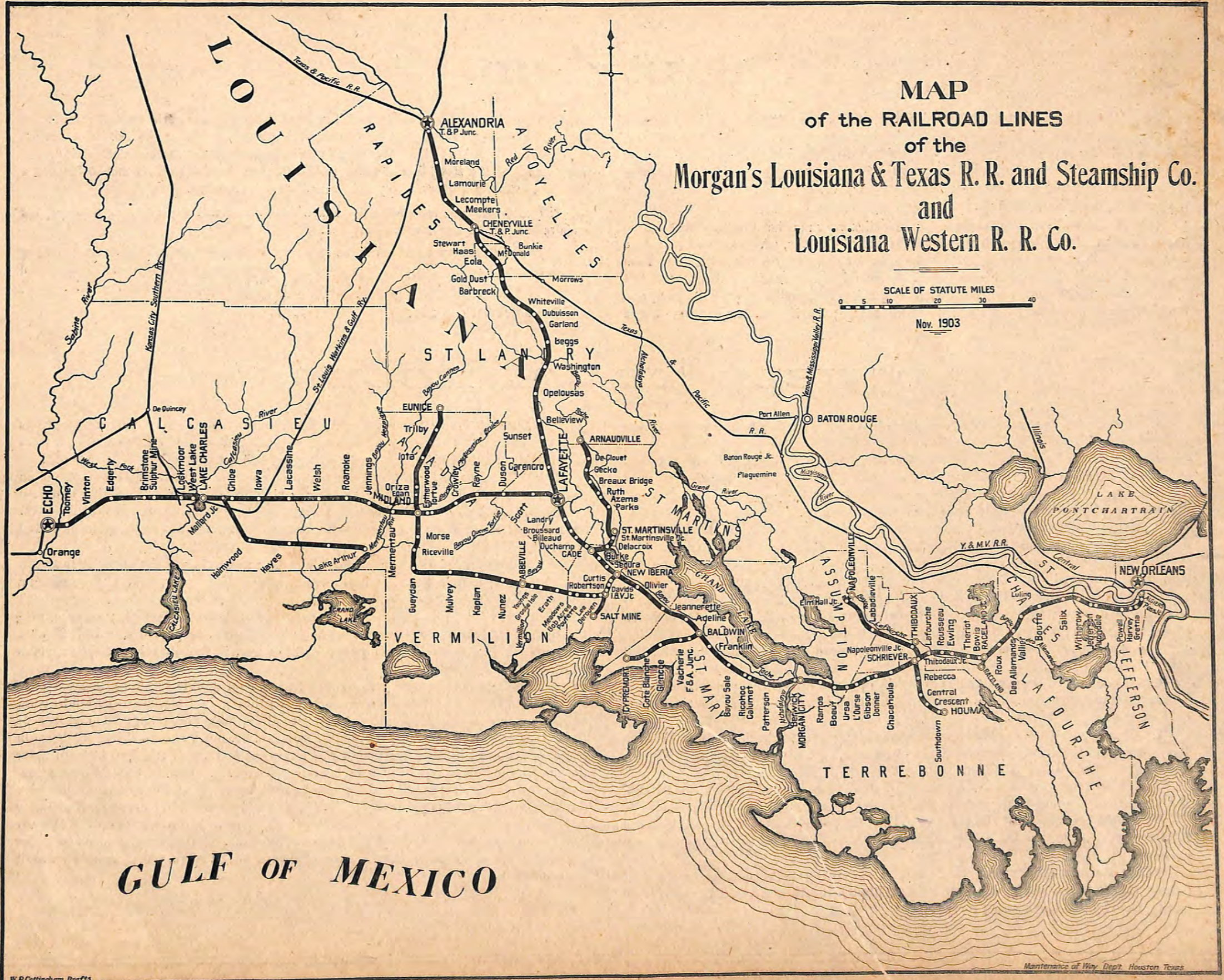
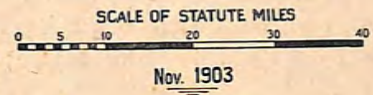
8. All trains running on double track must keep a sharp lookout for trains ahead and following. The use of semaphore signals does not relieve trainmen from the observance of all rules in regard to flagging and the protection of their trains.

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 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.

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



GULF OF MEXICO