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COMMISSIONERS
ERNEST O. THOMPSON
CHAIRMAN
JERRY SADLER
OLIN CULBERSON
TED READ, SECRETARY

RAILROAD COMMISSION OF TEXAS

AUSTIN

DOCKET NO. 4824-R. PASSENGER SERVICE: Application of the Texas South Eastern Railroad Co. for authority to discontinue on its line.

Austin, Tex. Aug. 24, 1942.

After due notice the above numbered and entitled cause came on for hearing, at Austin, Texas, On August 18, 1942, at which time evidence and statements were presented in favor of the application, and witnesses for the applicant were cross examined by a represenative of the Joint Legislative Board of the Train Brotherhoods; based upon such evidence and statements, the Commission is of the opinion and finds that the application should be granted.

It is, Therefore, ORDERED by the Railroad Commission of Texas, that the Texas and South Eastern Railroad Company be, and it is hereby, authorized to discontinue the operation of passenger service over its line of railway between Diboll and Vair, Texas, and between Blix and Lufkin, Texas.

RAILROAD COMMISSION OF TEXAS

ERNEST O. THOMPSON
Chairman

Commissioner

OLIN CULBERSON
Commissioner

A T T E S T:

TED READ
Secretary.

C O P Y

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COMMISSIONERS
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RAILROAD COMMISSION OF TEXAS

AUSTIN

DOCKET NO. 4824-R. PASSENGER SERVICE: Application of the Texas and South Eastern Railroad Co. for authority to discontinue on its line.

Austin, Texas, July 30, 1942.

It is Ordered by the Railroad Commission of Texas that notice be and the same is hereby, given to the Texas and South Eastern Railroad Company, as well as to all other interested parties, that the Commission will on August 18, 1942, at ten (10) o'clock A.M., in its Hearing Room at the Capitol building in Austin, Texas, take up and consider the matter of an application filed with it by and on behalf of the above mentioned railroad company, for authority to discontinue passenger service over its line of railway between Diboll in Angelina County and Vair in Trinity County, and from Blix to Lufkin both in Angelina County, Texas.

RAILROAD COMMISSION OF TEXAS

ERNEST O. THOMPSON
Chairman

Commissioner

ATTEST:

OLIN CULBERSON
Commissioner

TED READ
Secretary.

C O P Y

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COMMISSIONERS

ERNEST O. THOMPSON
CHAIRMAN
JERRY SADLER
OLIN CULBERSON
TED READ, SECRETARY

RAILROAD COMMISSION OF TEXAS

AUSTIN

July 24, 1942

Mr. C. A. Jordan, Secretary & Auditor
Texas South-Eastern Railway Company
Diboll, Texas

Dear Mr. Jordan:

This will acknowledge receipt of your letter of July 23 requesting authority from the Commission to discontinue passenger Service over your Line between Diboll and Angelina, Texas.

This matter will be set down for hearing at an early date and at a convenient point and you will be notified.

Yours very truly,

C. F. Petet, Traveling Inspector

CFP:hh

C O P Y

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July 23, 1942

Railroad Commission of Texas,
Austin, Texas.

Gentlemen:

The Texas South-Eastern Railroad Company, a common carrier organized under the laws of Texas and operating a line of railroad between Diboll in Angelina County and Vair in Trinity County Texas and from Blix to Lufkin both in Angelina County, Texas, respectfully petitions the Railroad Commission of Texas for authority to discontinue its present train schedule ander which one train each way each day except Sunday is operated for the transportation of freight and passengers and to operate for freight service only.

State Highway No. 94 parallels this line between Vair and Lufkin, Texas and Federal Highway No. 59 parallels this line between Diboll and Lufkin, Texas. Both of these highways have frequent and dependable bus schedules and our service could be discontinued with no inconvenience except to a very few farmers residing adjacent to a portion of our line not closely paralleled by these highways.

We use one old second-hand combination passenger coach purchased in 1925 in this service and it is necessary to maintain in reserve one old coach of the same kind purchased in 1908. Both of these coaches are in bad condition and the cost of their maintenance and depreciation is about ten times the amount of our passenger earnings. No mail or express is handled. If we are permitted to discontinue this service both of the cars can be junked and a salvage used to good advantage.

A statement showing the number of passengers and total revenue for the period from January 1, 1937 to June 30, 1942 is enclosed herewith.

The authority of the Railroad Commission to grant relief from the provisions of the statute requiring operation of one train each day is contained in Chapter 110, Page 280 and Chapter 111, Page 281, Acts of the Forty-third Legislature, amending Article 6479 Revised Statutes of 1925.

Respectfully submitted,

Texas South-Eastern R.R.Co.

By

Secretary.

C O P Y

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TEXAS SOUTH-EASTERN RAILROAD COMPANY

STATEMENT OF PASSENGER EARNINGS FOR THE YEARS 1937 TO 1941, INCLUSIVE AND FOR THE SIX MONTHS ENDED JUNE 30, 1942

ALL LOCAL

Calender Year	Number of Passengers	Revenue
1937	187	$ 51.19
1938	222	59.33
1939	217	56.30
1940	148	39.64
1941	109	29.64
1942 (Six Months)	64	17.86
Average annual Earnings.		46.18

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TEXAS SOUTH-EASTERN RAILROAD COMPANY

STATEMENT OF AVERAGE ANNUAL COST OF PASSENGER SERVICE FOR THE YEARS 1937 TO 1941, INCLUSIVE AND FOR THE SIX MONTHS ENDED JUNE 30, 1942

Annual depreciation on the basis prescribed by Interstate Commerce Commission	$ 245.88
Average annual cost of coach cleaner, fuel, ice and miscellaneous supplies	246.23
Average annual cost of repairs	41.81
Total annual average cost.	$ 533.92
Average annual passenger revenue ,	46.18
Net average annual loss from passenger service	$ 487.74

COPY