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THE RAILROAD COMMISSION OF TEXAS

DOCKET NO. 4824-R

PASSENGER SERVICE

Hearing held in Austin, Texas
August 18, 1943

10 AM

TRANSCRIPT OF TESTIMONY

BERTRAND D. WITT
Chief Reporter

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DOCKET NO. 4824-R | BEFORE THE RAILROAD COMMISSION

IN RE | Austin, Texas

PASSENGER SERVICE | August 18, 1942

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APPLICATION OF THE TEXAS AND SOUTHEASTERN RAILROAD COMPANY FOR AUTHORITY TO DISCONTINUE PASSENGER SERVICE ON ITS LINE.

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B E F O R E

C F PETET, Examiner

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A P P E A R A N C E S

C A JORDAN, Diboll — For the Applicants

W H WINCHESTER, Denison — For the Railroad Brotherhoods.

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T R A N S C R I P T OF T E S T I M O N Y

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MR PETET We will call for hearing at this time Rail-Road Commission of Texas Docket No. 4824-R, being the application of the Texas and Southeastern Railroad Company for authority to discontinue its passenger service on its Line.

Will you enter your appearances? Will all witnesses who are to testify in this hearing rise and be sworn?

(Whereupon the above appearances were entered and all wittesses duly sworn)

MR PETET You may proceed.

WHEREUPON, C A JORDAN, a witness for the applicants, being duly sworn, testified as follows:

MR JORDAN We have submitted a statement of the number of passengers handled and the revenue therefrom for a period of five and one half years, ending June 30, 1942. This shows our annual average passenger revenue is $ 46.80. To handle this passenger traffic we maintain two combination coaches, one purchased new in 1908 for $2,285.57, and the other purchased second hand in 1925 for $5,010.65, making a total investment of $ 7,296.22. The average annual cost of this service, allowing for depreciation on the basis prescribed by the Commission, of $245.88, and we have an annual coach cleaning cost, fuel, ice, and miscelaneous cost of $246.27, making the average cost of $41.81, making the average annual cost total the sum of $533.92. This results in a net average annual loss of $487.74.

These coaches are in ~~xxx~~ a bad state of repair and have

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not been painted since 1932. The cost of insurance has increased by reason of handling these passengers. It will be necessary for us to continue to handle the freight making switches daily for the Southern Pine Lumber Company, The Temple Lumber Company and the Temple Corporation.

The Airline Motor Coaches maintain nine schedules daily, and eight schedules from Diboll to Lufkin, and the T & N O Railroad has double daily service. The Airline Motor Coaches has double daily service between Lufkin and Baird, and under the operating conditions we can not comply with the requirements of the Health Department as to the water supply and other requirements.

We offer these four instruments, as exhibits in this Case.

MR PETET They will be received and marked as follows: Exhibit number one, a statement of the passenger earnings for the year 1937 to 1941 inclusive; Number two is a statement of the average annual cost of passenger service for the years 1937 to 1941 inclusive; Number three is the bus schedules of the Airline Motor Coaches; and exhibit number four is a pencil sketch of the highways, and the Texas and Southeastern Railroad between Lufkin and Diboll.

Is this your case Mr. Jordan ?

MR JORDAN Yes, sir.

MR PETET Are there any questions of this witness? Let me ask you one or two questions.

Q Do you handle mail and express on this line ?

A No, sir.

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Q None whatever?

A No, sir, none whatever.

Q Your application is for authority to discontinue passenger service only, based on the exhibits you have filed, and the statements you have made with reference to the revenue derived from handling (these passengers, and the expenses of operating these trains?

A Yes, sir.

MR WINCHESTER If I understand your statements correctly, if this application is granted to permit you to discontinue this passenger service, will this affect the train and engine men in any way?

A No, sir.

Q It will not reduce the crews in men or pay?

A No, sir.

MR PETET It will not reduce the mileage?

A No, sir.

MR WINCHESTER It will not affect the maintenance of the stations?

A No, sir.

Q You do not handle mail or express on these runs?

A No, sir.

Q You handle just passengers?

A Yes, sir.

Q What is your distance, the mileage involved in this?

A We operate a little over twenty miles, ten and three tenths miles from Diboll to Baird and ten and seven tenths miles from Blitz to Lufkin.

Q The trains involved in this docket, do they make more

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than one trip daily, is it a through or round trip?

A They make one round trip.

Q This is from Lufkin to Diboll and back to Lufkin?

A No, Sir, it is from Diboll to Lufkin and return.

Q In other words they lay over at Diboll. Is this a round trip daily?

A It is a round trip daily, except Sunday.

Q This application, if granted, will not affect the operation of these trains, as far as crews and runs?

A No, sir.

Q According to your exhibit number one, the passengers handled for the first six months of 1942 does not show any increase over any other year?

A No, sir, I believe not. It is very slightly over 1941.

Q If the rubber situation, as far as automoblies and busses should become as serious as they tell us it will be, what would be the situation for those people for transportation?

A There is not a single house between Diboll and Baird, except the section house and water tower. The country is very heavily settled with farmers for about eight miles from Lufkin.

Q In other words the furthest distance from Lufkin and the towns named in the application, is about ten miles?

A Yes, sir.

Q The furthest distance is ten miles?

A Yes, sir.

MR PETET You spoke of the depreciation allowed, this was depreciation on the passenger equipment?

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A Yes, sir.

MR PETET Is there any other statement or testimony to be presented in this case?

MR JORDAN That is all I have.

MR WINCHESTER That is all the questions I have.

MR PETET If there is no further testimony, this docket is closed, and the matter will be submitted to the Commission for its consideration and final action.

(Testimony closed)

THE STATE OF TEXAS I

COUNTY OF TRAVIS I

I,Bertrand D Witt, Chief Reporter for the Railroad Commission of Texas, do hereby certify that the above and foregoing five (5) pages contain a true and correct transcript of testimony adduced and proceedings had in the above entitled and numbered cause, in the hearing held in the City of Austin, on the 18th day of August A D 1942.

I further certify that said document has been filed with and now constitutes an official document of the said Railroad Commission of Texas.

TO CERTIFY WHICH I hereunto set my hand and affix the seal of the Railroad Commission of Texas, this the 19th day of August A D 1942.

BERTRAND D. WITT
Chief Reporter
Railroad Commission of Texas.

Above was signed and sealed with
Railroad Commission of Texas.

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