

# AT&T official not pleased with losses

Company wants \$139 million rate hike

**Associated Press**  
AUSTIN — A top AT&T executive, though pleased by a state accountant's recommendation for an \$81 million rate hike, said Wednesday that AT&T's upcoming rate hearing cannot make up for recent losses.  
The state's largest long-distance company has complained about money losses in Texas since the Jan. 1, 1984 break-up of the nationwide Bell System.  
AT&T has had problems rearranging its rates to produce more revenue while also making its long-distance tolls more competitive. The Public Utility Commission on Monday will begin hearing AT&T's request for a \$139 million hike.  
PUC staff accountant Judy Poole on Tuesday recommended an \$81 million increase. Tom Jones, AT&T vice president for external affairs in Texas, said the recommendation left him with "very mixed reactions."  
"That won't do anything to address what has happened to us for the last 18 months," he said of the proposed hike. "We will never be able to recover those losses."  
AT&T has claimed Texas losses of \$300,000 per day, most of it in payments to Southwestern Bell and other local phone companies.  
Jones said the Poole recommendation marked "the first time we have had a solid recognition by the staff that what we've been saying is true — we've been losing money in the state."

The \$81 million recommendation may be closer than it seems to the \$139 million requested. The request includes about \$31 million in gross receipts taxes that AT&T no longer has to pay because of a change in state law.  
But Jones said part of that \$31 million could be cancelled by anticipated increases in wages, Social Security payments and depreciation expenses.  
The accountant's recommendation did not say which customers should cover the \$81 million increase. The "rate design" portion of the staff report will be filed after the hearing begins.  
AT&T initially asked for reductions in intrastate long distance rates. But in April the company decided that "increased financial losses" made the rate cut impossible.  
The current request seeks increases in short-mileage, long-distance calls and for the first minute of all long-distance calls. For example, the cost of a five-minute, day call from Dallas-Houston would go from \$2.10 to \$2.14.  
AT&T also wants to charge 50 cents for long-distance directory assistance calls. There is now no charge for such calls.  
Attorneys for Texas Municipal League said AT&T is entitled to a \$18 million overall increase, including a \$23.5 million decrease in revenue from long-distance calls.  
"We're recommending an \$18 million increase," said TML lawyer Grace Casstevens. "That doesn't mean we agree with their assertion that they are losing money. The \$18 million improves their earnings."

# Dallas looking at high-speed train service

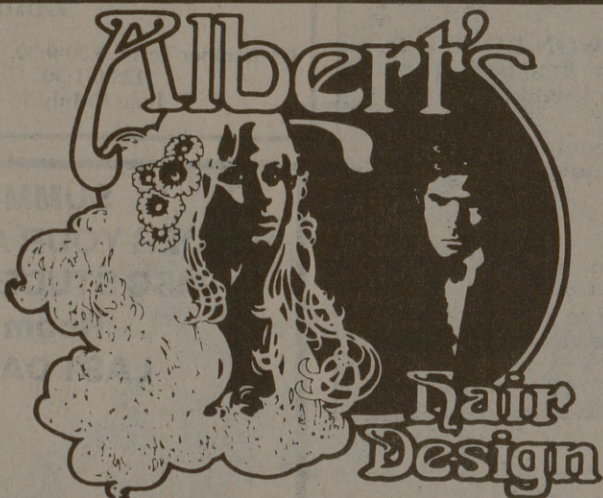
**Associated Press**  
DALLAS — A high-speed, high-cost train has been proposed by a group of Japanese engineers as a way to quickly move travelers between Dallas and Fort Worth.  
The system would cost about \$334 million to build, but would only cost passengers \$5 to ride, according to the group recommending the train.  
It would offer commuters a 30-minute alternative to heavy interstate traffic.  
The Japanese Railway Technology Corp., which conducted the free study for local officials, said that an electrified, double-track rail system along the Rock Island Railroad track between Dallas and Fort Worth could reach a top speed of 70 mph.  
The proposed system would have 12 stops between the two cities.  
The study will be reviewed for six to eight months by Railtran, a group formed to develop passenger service along the 33-mile stretch of track bought jointly by the cities of Dallas and Fort Worth in 1983.  
Railtran Chairman Sid Stahl said the study is "a major first step forward" in looking at the feasibility of a high-speed rail service between Dallas and Fort Worth.  
Dallas Area Rapid Transit Vice Chairman Dan Matkin said it remained unclear how the proposal would mesh with DART's rail plans for the Rock Island tracks.

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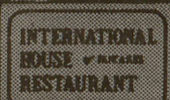
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.55 cts.	1,295	650
.55 cts.	1,495	795
.45 cts.	995	535
.45 cts.	995	535
.44 cts.	950	520
.40 cts.	595	315
.40 cts.	875	465
.38 cts.	495	295
.38 cts.	475	295
.34 cts.	595	325
.25 cts.	470	235
.24 cts.	435	225
.21 cts.	395	195
.20 cts.	295	145
.20 cts.	275	130
.17 cts.	195	105
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.11 cts.	135	68
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.63 cts. Good for 1 U.S. Treasury Bond	2,695	1,495
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.55 cts.	1,750	895
.45 cts.	695	345
.50 cts.	695	375
.40 cts.	995	485
.40 cts.	635	325
.39 cts.	895	465
.38 cts.	875	460
.37 cts.	835	450
.37 cts.	835	450
.35 cts.	800	425
.35 cts.	800	425
.34 cts.	775	410
.33 cts.	650	395
.30 cts.	635	365
.30 cts.	635	365
.27 cts.	625	335

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.39 cts.	635	290
.33 cts.	700	325
.33 cts.	595	250
.31 cts.	525	235
.28 cts.	435	210
.23 cts.	375	175
.11 cts.	165	85

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.44 cts.	735	335
.42 cts.	695	315
.41 cts.	650	310
.38 cts.	495	285
.38 cts.	495	285
.35 cts.	465	265
.35 cts.	465	265
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