

Decision No. 23273

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
 THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY
 and
 SOUTHERN CALIFORNIA TELEPHONE COMPANY
 for an order authorizing the introduction
 of an interexchange rate schedule appli-
 cable to telephone messages between points
 within the State of California.

ORIGINAL

Application No. 20859

BY THE COMMISSION:

OPINION AND ORDER

The Pacific Telephone and Telegraph Company and Southern California Telephone Company, both Bell System companies operating in the State of California, filed with the Railroad Commission on October 31, 1936 their request for authority to make effective a revised schedule of interexchange rates applicable to intrastate toll telephone service within the State of California.

The following features are contained in the revised schedule:

1. A reduction in numerous station-to-station rates on week days during the period 4:30 a.m. to 7:00 p.m. for distances of more than 168 miles.
2. A reduction in station-to-station rates on week days during the period 7:00 p.m. to 8:30 p.m. for distances of more than forty-eight miles.
3. A reduction in certain station-to-station rates during the period 8:30 p.m. to 12:00 midnight for distances of more than 168 miles.
4. A reduction in station-to-station rates on Sundays during the period 4:30 a.m. to 8:30 p.m. for distances over forty-eight miles.

5. A reduction in certain person-to-person initial period and first three minutes overtime rates on week days during the period 4:30 a.m. and 7:00 p.m. for distances of more than 168 miles.
6. A reduction in person-to-person initial period rates during the periods 7:00 p.m. to 4:30 a.m. on week days, and 7:00 p.m. Saturday to 4:30 a.m. Monday, for distances of more than seventy-two miles.
7. A reduction in the majority of person-to-person overtime rates for more than six minutes of conversation for distances of more than twenty-four miles.
8. The withdrawal of appointment and messenger rates and the furnishing of these services at the lower person-to-person rates.
9. A reduction of certain report charges in connection with person-to-person calls for distances of more than fifty-six miles.
10. Increases of five or ten cents in the 8:30 p.m. to 12:00 midnight portion of the station-to-station night and Sunday initial period rates for distances of more than thirty-two miles but not more than eighty-eight miles, and an increase of five cents in overtime rates during the same period for distances of more than thirty-two miles but not more than seventy-two miles.
11. A decrease in the initial period from five minutes to three minutes during the 8:30 p.m. to 12:00 midnight portion of the station-to-station night and Sunday rates on messages over distances of more than thirty-two miles but not more than seventy-two miles.
12. Increase of five cents in report charges for distances of twelve miles or less.
13. Withdrawal of present low level discount rates for station-to-station service between 12:00 midnight and 4:30 a.m. and the furnishing of this service at the night and Sunday

discount rates.

The application of the revised rates would not result in any increase in any of the basic station-to-station, person-to-person, or other day rates, but would result in substantial decreases in charges for the longer distances.

With the withdrawal of the present night rates, a material increase would result in the charges for station-to-station messages between 12:00 midnight and 4:30 a.m. However, less than one percent of the total traffic flows at these low level discount rates. A showing was made in respect to the withdrawal of these present night rates at hearings held in San Francisco and Los Angeles on January 15 and 16, 1936, respectively, in connection with Application No. 20330.

Some increases would occur in report charges, in a few short-haul evening station-to-station rates, and a decrease would obtain in the initial period for evening messages over a few routes.

The revision in effect tends to freeze both station-to-station and person-to-person short-haul rates on the present low California basis, makes net reductions in a substantial amount in longer haul charges and accomplishes time uniformity for discount periods.

It is estimated that the net decrease in charges which the users of the service would experience with the introduction of the proposed schedule would amount to \$260,000.00 on an annual basis.

The Railroad Commission of the State of California, after full and careful consideration, concludes that this is not a matter in which a public hearing is required and finds that the increases and decreases in rates and charges requested are just and reasonable and should be made effective for service on and after December 1, 1936, therefore:

IT IS HEREBY ORDERED that The Pacific Telephone and Telegraph Company and Southern California Telephone Company be and they

are hereby authorized to file, in accordance with General Order No. 68, the schedule of rates and charges submitted, effective for service on and after December 1, 1936.

Dated at San Francisco, California, this 16th day of November, 1936.

M. B. Lewis
~~Leon Wheeler~~
M. J. Cur
Malcolm M. ...
Hans R. ...
Commissioners.