

TELEPHONE TRAFFIC - MEASUREMENTS

CONTENTS

1. GENERAL
2. DETERMINATION OF BUSY SEASON BUSY HOUR TRAFFIC
3. MEASUREMENTS AT MANUAL SWITCHBOARDS
4. MEASUREMENTS IN DIAL CENTRAL OFFICES USING METER REGISTERS
5. MEASUREMENTS IN DIAL CENTRAL OFFICES BY PHYSICAL OBSERVATION OF SWITCH GROUPS
6. MEASUREMENTS IN DIAL CENTRAL OFFICES WITH AUTOMATIC TRUNK USAGE EQUIPMENT
7. MEASUREMENTS IN DIAL CENTRAL OFFICES USING PEN REGISTERS

FIGURE 1 - Example of a Traffic Study

FIGURE 2 - Example of Pen Register Records

FIGURE 3 - Form for Recording Switch Count Data - Figure 3A, Key to Letters Used in Form

FIGURE 4 - Example of Use of Figure 3

1. GENERAL

1.1 This section provides REA borrowers, consulting engineers and other interested parties with technical information for use in the design and construction of REA borrowers' telephone system. In particular it discusses the means of making traffic measurements in central office equipment in order to secure traffic data to be used as a basis for estimating requirements for a new dial central office or for changes in switch quantities in an existing dial office. It is being reissued to remove superfluous tables and traffic for manual switchboards.

1.2 It is assumed that the reader has familiarized himself with other sections on traffic in this manual and with the more important features of dial switchboards.

1.3 Where there is an existing dial switchboard, traffic measurement data should be secured for expansion or replacement of the board in order that the correct amount of new equipment will be provided. The value of data of this type cannot be overemphasized. Traffic measurements are also necessary for the first addition to a new dial board even if the initial installation was engineered with traffic studies. Extreme subscriber growth could reduce the validity of traffic data, but it is always valuable when dial service has been offered.

1.4 Traffic measurements using one of the switch count methods is a relatively expensive operation and generally should be done only when additions are planned or an existing office is to be replaced. Routine traffic analysis should be done as discussed in the Telephone Operations Manual, Section 1720, "Traffic Studies and Analysis - Dial Offices."

1.5 The objective is to provide sufficient equipment to give the specified grade of service during the average busy hour of the busy season just prior to the next addition.

2. DETERMINATION OF BUSY SEASON BUSY HOUR TRAFFIC

2.1 The busy season is a period when the trunk groups in an office (linefinder, selector, connectors, impulse repeaters, etc.) are busier than at any other period. The busy season could last for a few weeks or, in the case of a resort area, for several months. Generally all of the circuits in the central office will be busier although it is possible for the busy season on certain trunk groups to be different from that of the office as a whole. The busy season in areas associated with an urban economy will generally occur during the winter months, but rural areas may experience a busy season at other times of the year due to marketing activities or other reasons. Traffic measurements should be taken during the busy season, but it is not always practicable to wait. If the ratio of traffic in the busy season to traffic during the period in which the measurements are made is known, it will be satisfactory to adjust the measured data. Usually this ratio must be estimated in which case the following information should be reviewed to increase the reliability of the estimate.

2.11 Traffic Register Data - Peg Count, All Trunks Busy, Last Trunk Busy, and Overflow records will be the most valuable data if taken over a sufficient period of time. The value of this data increases when engineering additions to central offices because the distribution of the grades of service will remain about the same.

2.12 Toll Settlement Statements - These monthly statements will indicate the busy season for toll traffic. Local traffic generally, but not necessarily, follows the same pattern.

2.13 Other Companies - Traffic data for other companies' exchanges with characteristics similar to the borrower's proposed central office may also be used to provide supplemental data in establishing the busy season ratio. It may also be valuable in making estimates when there is no other traffic data available.

2.2 When busy hour traffic data is required for engineering estimates, traffic measurements should be taken during the busy season on business days, Monday through Friday generally, although in some areas Saturday is about as busy and should be included if practicable. Weeks in which there are holidays should be avoided. It is recommended that, when practicable, measurements be made on five consecutive business days. It is slightly less desirable if readings are taken on five different business days in two consecutive weeks. One of the methods of making switch counts (physical observation, trunk usage equipment or pen recorder) should be used on each trunk group to be measured. Measurements should cover a period long enough so that the busiest consecutive sixty-minute period for each trunk group is included. Hourly summaries on the clock hour are generally employed. The highest total each day, based on hourly readings, is the day busy hour.

2.21 Trouble in any of the circuits being measured will cause errors in the readings if they are not cleared or compensated for by proper interpretation of the results. When trouble which might alter the traffic measurements is detected, the traffic register readings should be recorded at that time and again when the trouble is cleared.

2.22 In the analysis of traffic registrations it is important that unusual peaks be explained if possible. In some cases what appears to be a busy month may actually be a trouble condition. There is more stability in groups of ten or more trunks, but even with groups of this size it is a mistake to assume that the hour found busiest the first day is the busy hour. Therefore, readings should be taken for a minimum of two hours. With trunk usage equipment that has an automatic readout, the machine should be left running 24 hours a day throughout the study.

2.3 In existing central offices traffic measurements should be made during the busy season just prior to placing an order for central office equipment. Example 1 shows a method of getting reliable data without excessive cost.

Example 1 - From an analysis of past traffic register readings, the busy season was found to occur some time between August 15 and September 15. All trunk groups appeared to have their busy season during this period. Weekly readings of all traffic registers were made during this period and the number of registrations made each week are shown in Figure 1. When the first week's readings indicated an overload on the outgoing EAS trunks, it was decided to measure the traffic on all switch groups. On Monday through Friday of the second week a manual switch count was made. Traffic meter readings were recorded each morning and at thirty-minute intervals while the switch count was in progress. The EAS trunk group was found to have an evening busy hour necessitating two separate switch count periods. The busy hour for the rest of the equipment occurred between 8:30 a.m. and 11:00 a.m. A review of traffic register records for the month indicated it was reasonable to presume that traffic for all seven trunk groups was proportional to connector peg count registrations. Figure 1, at the end of this section, shows an analysis of the results of this study. There was one more linefinder and two more connectors in each group than required. The toll trunk group was adequate, but one additional incoming and two additional outgoing EAS trunks are required to provide the desired grade of service.

3. MEASUREMENTS AT MANUAL SWITCHBOARDS

3.1 The cord circuit is comparable to a link in a dial system, the answering cord completes the connection to the calling line in a manner analogous to the linefinder and the calling cord connects to the called line as does the connector. From a traffic standpoint, therefore, each pair of cords may be considered as an intraoffice trunk. It is on this basis that traffic capacity tables are applied to measurements on manual switchboards.

4. MEASUREMENTS IN DIAL CENTRAL OFFICES USING METER REGISTERS

4.1 The central office specifications require that the following traffic register shall be provided under certain conditions:

4.11 Peg Count - This meter counts the number of calls attempted. Peg count meters may be found on trunk groups other than connectors. When they are furnished, the peg count data for the particular circuit should be used for averaging busy hour traffic study results rather than rely on connector peg count data as suggested in Paragraph 2.

4.12 All Trunks Busy - This meter measures the number of times the last available circuit in the group is seized. In some switchboards there is a timed ATB which measures the length of time an All Trunks Busy condition exists. When this timing exists, it is in six-second intervals.

4.13 Overflow - This meter registers the calls attempted during the time that all the trunks in the group are busy. It measures the effectiveness of the grading employed as well as the adequacy of the number of trunks in the group. Note that on two-way trunk circuits the overflow register in Office A counts only traffic originated in Office A. To determine the total overflow, registrations in A and B must be added.

4.14 Last Trunk Busy - This meter registers the number of times this trunk is busy. It measures the effectiveness of the grading employed as well as the adequacy of the number of trunks in the group.

4.15 Several of these meters are often included in portable traffic measuring equipment. When this equipment is connected properly to central office equipment, the interpretation and analysis of readings is the same as when the meters are an integral part of central office equipment.

4.16 Although not every existing dial office among REA borrowers will be equipped with all the meters listed above, some of the meters have customarily been provided as standard equipment by manufacturers in the past. Therefore, borrowers with existing dial offices may wish to base additional equipment requirements for a given exchange, or exchanges in which similar traffic is anticipated, on measurements obtained from traffic meters in their present equipment. The loading determined entirely by these meter readings is not accurate, but they give a fair indication. In the usual case where an overload is indicated by the meter readings, a switch count should be made to confirm the condition. If an All Trunks Busy, Overflow or Last Trunk Busy meter shows no registrations and the meter circuit is functioning properly, a switch count is in order to determine the amount of excess equipment.

4.17 It is important to realize that except for the peg count register (assuming the average holding time remains constant) the number of registrations is not directly proportional to the traffic offered.

4.2 In addition to the obvious use of traffic registers they have been found useful in highlighting troubles in the switchboard equipment and in the outside plant. If all traffic meters are read and recorded and the readings are compared with the previous readings, an unusual number of registrations may indicate circuit trouble rather than a traffic overload. In small offices readings may be taken each time the office is visited while in large offices it may be desirable to make the comparison weekly or even daily.

4.3 Any time that the meters are read the readings should be recorded so that they will be available for analysis when additions are being engineered. Reading and recording the meters each time the office is visited the first year after cutover will make available to management an excellent picture of the adequacy of the facilities and give an excellent base from which to make future projections.

5. MEASUREMENTS IN DIAL CENTRAL OFFICES BY PHYSICAL OBSERVATION OF SWITCH GROUPS

5.1 Some traffic measurements in dial offices may be made without the use of meters. These are generally used to determine whether the number of circuits in a switch group is adequate. Switch counts alone are useful to measure the traffic on a switch group and also are useful to supplement or confirm data obtained from traffic register readings.

5.2 At one or two-minute intervals during a known busy hour, a switch group is physically observed and the number of switches in a group that are busy are recorded on a data sheet. At the end of the observation period the average number of switches in use is calculated. The average number of switches in use can then be converted to unit calls by multiplying this average by 36 in which case unit call tables in REA TE & CM-510, "Telephone Traffic - Dial Central Office Equipment Switch Quantities," can be used.

5.3 Advantages - No investment in equipment, no setup time, no possibility of inserting troubles, observer may see equipment which is always busy or never busy. Capacity is limited somewhat by type of equipment (switch, relay, etc.) and the number of groups. A switch count can sometimes be made in the time it takes to set up for one of the other methods.

5.4 Disadvantages - Costly in manpower, tiresome, monotonous, usually not practical to get as much data as you would like and more chance of error.

Example 2 - In a group of ten-trunks the number of circuits in use are observed during the busy hour and recorded at the end of each minute.

The results are as follows:

<u>TIME</u>	<u>BUSY CIRCUITS IN GROUP (J)</u>	<u>TIME</u>	<u>BUSY CIRCUITS IN GROUP (J)</u>	<u>TIME</u>	<u>BUSY CIRCUITS IN GROUP (J)</u>
10:01	3	10:21	2	10:41	4
02	5	22	2	42	3
03	6	23	3	43	2
04	7	24	5	44	3
05	4	25	7	45	2
06	2	26	5	46	3
07	4	27	5	47	2
08	6	28	4	48	1
09	7	29	3	49	5
10	8	30	3	50	6
11	5	31	3	51	7
12	2	32	2	52	6
13	3	33	3	53	5
14	4	34	2	54	4
15	7	35	4	55	3
16	8	36	6	56	5
17	8	37	8	57	7
18	10	38	7	58	6
19	7	39	7	59	5
20	4	40	5	60	4

What grade of service is being offered?

Solution: Switch count = 279

$$\text{Number Unit Calls} = \frac{\text{Switch count}}{\text{Number of Observations}} \times 36 = \frac{279}{60} \times 36 = 167.4 \text{ UC}$$

From REA TE & CM-510, "Telephone Traffic - Dial Central Office Equipment Switch Quantities," Figure 2A, it is seen that ten trunks will give a grade of service just over P=02.

5.5 Figures 3 and 4 provide a simple form for recording switch count data. Letters in parentheses are placed on the form to indicate where the various items of information should be recorded. Figure 3A gives the key to the letters on the form in Figure 3. Each letter is shown in reference to a particular item of information. Figure 4 shows an example of a visual switch count recorded on the form shown in Figure 3. Refer to REA TE & CM-510, "Telephone Traffic - Dial Central Office Equipment Switch Quantities." Use Figure 1A or 1B for interpreting the computations for intraoffice trunks and Figure 2A or 2B for interoffice trunks, as applicable.

6. MEASUREMENTS IN DIAL CENTRAL OFFICES WITH AUTOMATIC TRUNK USAGE EQUIPMENT

6.1 A traffic usage recorder is available which scans the individual selectors, connectors, or trunks of a group and records on a meter the number that are in use. The scanning interval may be as short as ten seconds. With a ten-second scan the difference between meter readings at the beginning and end of an hour give tenths of unit calls carried by the group. Recorders now available have enough capacity for measuring usage on all selector and trunk groups found in all but the largest office of any REA borrower. Details for using automatic usage recorders are described in REA TE & CM-516, "Application Guide for a Traffic Study of a Telephone Central Office."

6.2 Advantages - Operates unattended except when readings are to be made. May be equipped to turn off automatically or meters may be read automatically with a movie camera. Each setup can be used for several days' readings. Analysis time is low. Large capacity independent of type of equipment.

6.3 Disadvantages - Investment. Setup time. Possibility of causing trouble during setup. Care required in transporting and maintaining. Requires AC power. Quite heavy to transport.

7. MEASUREMENTS IN DIAL CENTRAL OFFICES USING PEN REGISTERS

7.1 Portable traffic measuring instruments are available which make use of up to 20 pens to indicate on a moving paper tape which of the pens are connected to a busy circuit at any time during the observation period. Such an instrument need not be attended during the observation period; the data will be analyzed at leisure.

7.2 The form of such a recording is shown in Figure 2. The instantaneous busy condition of each circuit is shown by the pips made by a pen associated with each trunk. By making the proper connections to the impulse repeater, selector, connector, revertive call switch, etc., of the group under study, the associated pen will deflect when the circuit is busy.

7.3 A procedure similar to that described in Paragraph 5 may be used to count the number of trunks or switches in use at one or two-minute intervals and to compute the load on the group in unit calls. This example describes the process:

Example 3 - A four trunk group is measured by means of a pen recorder during the busy hour; the results are shown in Figure 2.

- a. What is the traffic in unit calls?
- b. What grade of service is being rendered?
- c. How many trunks would be required to give a grade of service of 0.01?
- d. What is the average holding time?

Solution - Dashed lines are shown at 10:00 a.m.; 10:10 a.m.; 10:20 a.m.; 10:30 a.m.; 10:40 a.m.; 10:50 a.m.; and 11:00 a.m. Although an indication of two-minute intervals is shown on the top and bottom edges of the recording tape, the lines connecting them are omitted for clarity. A line joining the top and bottom indications of 10:02 a.m. will show that only Trunk No. 3 is busy at that instant of observation, therefore, 10:02 = 1 trunk. At 10:04 such a line would indicate that Trunks 2, 3, and 4 are busy, therefore, 10:04 = 3 trunks. This process repeated for each two-minute interval up to 11:00 a.m. (30 observations) will yield the following tabulations:

<u>TIME</u>	<u>BUSY TRUNKS</u>	<u>TIME</u>	<u>BUSY TRUNKS</u>
10:02 a.m.	1	10:32 a.m.	1
04	3	34	2
06	1	36	2
08	0	38	2
10	0	40	1
12	1	42	1
14	3	44	3
16	1	46	2
18	1	48	1
20	1	50	1
22	2	52	0
24	2	54	1
26	1	56	2
28	1	58	1
30	2	11:00	1

- a. Total Count of Trunks in Use: 41
- Average Number of Trunks in Use ($41 \div 30$): 1.37
- Total Usage 1.37 x 3600 (seconds): 4932 seconds
- Unit Calls $4932 \div 100$: 49.3 answer

- b. From REA TE & CM-510, "Telephone Traffic - Dial Central Office Equipment Switch Quantities," Figure 2A, it is seen that a grade of service of P=.05 is being offered.

The number of unit calls could also have been determined by using a map wheel to measure the number of seconds the trunks were busy and dividing the result by 100. This method is probably no more accurate than a sampling of the busy condition at two-minute intervals.

- c. For P=0.01 a group of five trunks will carry 46.1 or nearly 49.2 unit calls.
 d. The number of calls per trunk is found by adding the number of upward pips:

<u>TRUNK NUMBERS</u>	<u>NUMBER OF PIPS</u>
1	10
2	9
3	10
4	<u>11</u>
	40 calls

The holding time is: $\frac{\text{Total Usage Seconds}}{\text{Total Calls}} = \frac{4932}{40} = 123 \text{ seconds.}$

Several hundred calls over a number of busy hours would have to be taken if the holding time is being developed for engineering purposes.

7.4 Advantages - Operates almost unattended, can observe load on individual circuits, each setup can be used for several days' readings, may detect equipment which is always busy or never busy, number of attempts and holding times can be determined, capacity independent of type of equipment and the number of groups. Clock spring or AC power models available.

7.5 Disadvantages - Sizable investment, analysis time long, setup time appreciable, possibility of causing trouble during setup, charts and ink require replacement, care required in transporting and maintaining, capacity limited to 20 circuits per instrument.

7.6 Since the pen register records the usage on each individual trunk, it is useful in analyzing grading arrangements when there is reason to believe that the individual legs of a grade are not evenly loaded.

FIGURE 1 - EXAMPLE OF A TRAFFIC STUDY

REA-TE & CM-515

TYPE CIRCUIT		Line Finder "400"		Line Finder "500"		Connector "400"			Connector "500"			EAS IN	EAS OUT		TOLL (2W)		
NO. OF CIRCUITS		13		13		13			13			4	4		9		
TYPE METER		OVER FLOWS	UNIT CALLS	OVER FLOWS	UNIT CALLS	PEG COUNT	OVER FLOWS	UNIT CALLS	PEG COUNT	OVER FLOWS	UNIT CALLS	UNIT CALLS	OVER FLOWS	UNIT CALLS	OVER FLOWS	UNIT CALLS	
		Hour	Date														
Busy Season Traffic Meter Registrations	9 AM	8/15	11		14	5227	9		6960	5			289		10		
	9 AM	8/22	55		9	8887	4		7213	7			309		18		
	9 AM	8/29	18		13	7639	8		7835	6			300		14		
	9 AM	9/5	141*		11	7482	13		6889	5			439**		0		
	9 AM	9/12															
		9 AM	8/22	36		0	1182	1		1211	1			1		8	
Traffic Meter Registrations	9 AM	8/23															
	On Switch Count Days	9 AM	8/23	8		2	1073	2		1036	3			52		0	
		9 AM	8/24	3		2	1106	0		969	0			7		1	
		9 AM	8/25	1		1	1158	1		972	0			4		0	
		9 AM	8/26														
Busy Hour Measurements On Switch Count Days	Mon	8/22	13	267	0	220	122	0	208	131	0	219	64	0	63	8	180
	Tues	8/23	2	204	1	230	102	1	187	116	1	205	87	12	108	0	163
	Wed	8/24	1	197	1	227	108	0	193	102	0	201	71	1	81	1	159
	Thurs	8/25	1	213	1	216	113	1	178	97	0	197	81	2	80	0	157
	Fri	8/26	0	194	0	189	117	0	192	102	0	213	74	1	76	1	168
Five day total B.H.U.C.			1075		1082			958		1035		377		417		827	
Five day average B.H.U.C.			215		216			191		207		75		83		165	
Estimate for Engineering			205		205			181		196		71		78		157	
95% of average B.H.U.C.***																	
Grade of service objective			.02		.02			.02		.02		.05		.05		.03	
Number of circuits required			12		12			11		11		5		6		9	
Engineered grade of service			.02		.02			.02		.03		.05		.03		.04	

* 69 one day - 67 second day

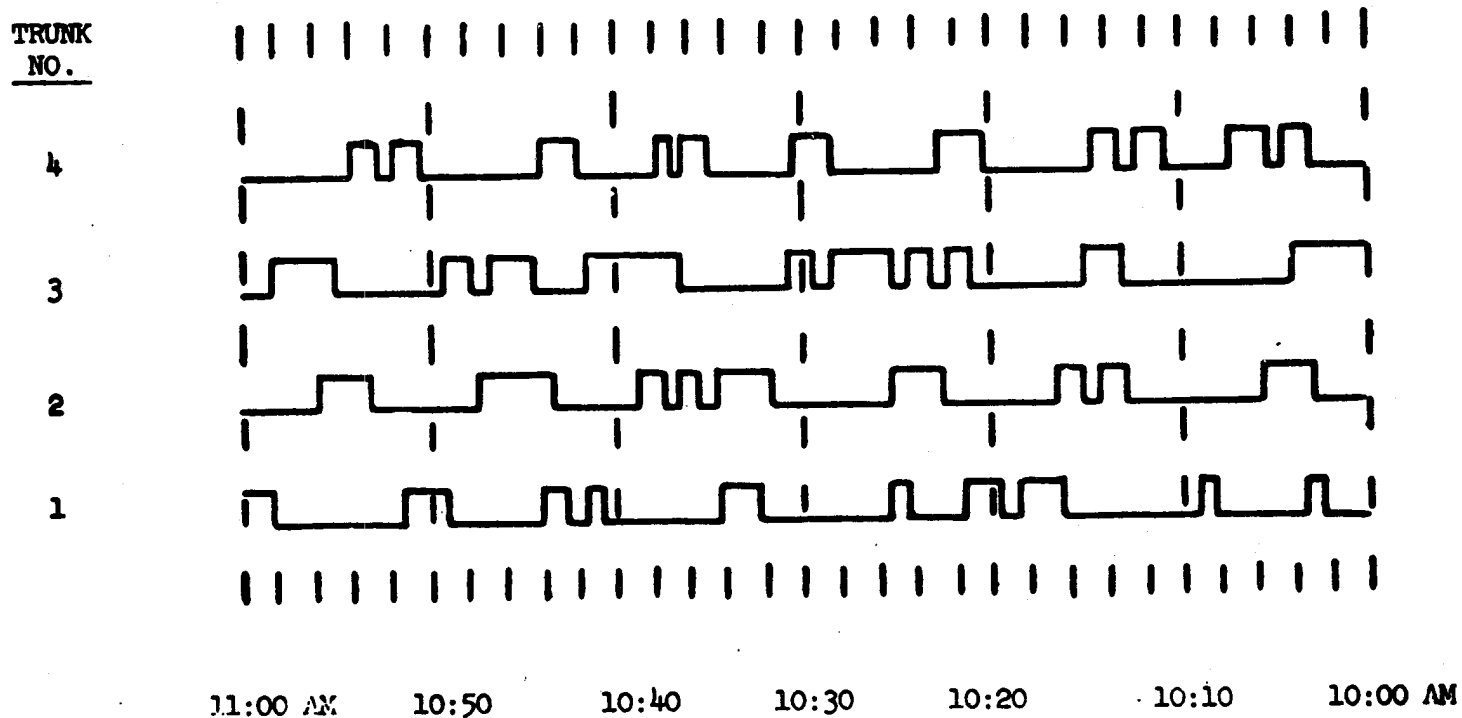
** 211 registrations one day

*** All traffic is estimated to be proportional to connector peg count and the average of the three highest weeks is to be used for engineering purposes.

$$\frac{1}{3}(8887 + 7639 + 7482 + 7213 + 7835 + 6889) = .95$$

$$8887 + 7213$$

FIGURE 2 - EXAMPLE OF PEN REGISTER RECORDINGS



(Pips Indicate Busy Circuits)

CENTRAL OFFICE VISUAL SWITCH COUNT DATA

EXCHANGE	(A)		DATE	(B)	
BUSY HOUR	(C)		SHEET NO.	OF	(D)

TYPE SWITCH GROUP	(E)								
GROUP NUMBER	(F)								
LOCATION	(G)								
NUMBER OF SWITCHES	(H)								
TRAFFIC REGISTER ATB, LTB, PC, ETC.	(I)								
TRAFFIC REG. READ - START	(J)								
TIME	REMARKS	RECORD NUMBER OF BUSY SWITCHES EVERY TWO MINUTES OF BUSY HOUR							
(K) :00									
:02	(L)								
:04									
:06									
:08									
:10									
:12									
:14									
:16									
:18									
:20									
:22									
:24									
:26									
:28									
:30									
:32									
:34									
:36									
:38									
:40									
:42									
:44									
:46									
:48									
:50									
:52									
:54									
:56									
:58									
:60									
TOTAL SWITCH COUNT	(M)								
TOTAL OBSERVATIONS	(N)								
TRAFFIC REG. / READ STOP	(O)								
DIFFERENCE START-STOP	(P)								
UNIT CALLS									
REMARKS: Unit Calls (UC) = $\frac{M \times 36}{N}$									
Holding Time = $\frac{UC}{P \text{ (Peg Count Register)}}$ = 100									

FIGURE 3 - CENTRAL OFFICE VISUAL SWITCH COUNT DATA

KEY TO LETTERS ON FIGURE 3

- (A) - Record exchange name.
- (B) - Record date switch count is taken.
- (C) - Record "busy hour" studied, such as 9:00 A. M. to 10:00 A. M.
- (D) - Fill in number of sheets.
- (E) - Indicate type of switch group studied, such as: Linefinders, Connectors, Second Selectors, Toll Trunks, etc.
- (F) - Record group number such as: 2,000, 3,000, etc.
- (G) - Record position of switch group, if applicable.
- (H) - Record number of switches in group studied.
- (I) - Record type of traffic register installed in group.
- (J) - Record traffic register readings for each group at the start of "busy hour," such as: 9:00 A.M.
- (K) - Indicate begin "busy hour" here, such as: 9:00 A. M.
- (L) - Record number of switches busy in these columns for all groups studied every two minutes of "busy hour."
- (M) - Add column. Total switch count.
- (N) - Record total observations which is 30 if Column L is recorded every two minutes of "busy hour."
- (O) - Record traffic register readings for each group at the end of the Busy Hour, such as: 10:00 A.M.
- (P) - Subtract Column J from O.

FIGURE 3a

CENTRAL OFFICE VISUAL SWITCH COUNT DATA

EXCHANGE Anytown
 BUSY HOUR 9:00 - 10:00 A.M.

DATE March 3, 1964
 SHEET NO. 1 OF 1

TYPE SWITCH GROUP	Conn.	Conn.	Conn.	Conn.	Toll			
GROUP NUMBER	2100	2200	2300	2400	"0"			
LOCATION								
NUMBER OF SWITCHES	9	7	7	7	6			
TRAFFIC REGISTER ATB, LTB, PC, ETC.	PC	PC	PC	PC	ATB			
TRAFFIC REG. READ. - START	3462	2957	3071	3121	1072			
TIME	RECORD NUMBER OF BUSY SWITCHES EVERY TWO MINUTES OF BUSY HOUR							
9:00								
:02	3	2	2	3	3			
:04	6	5	4	3	2			
:06	2	2	1	1	2			
:08	4	3	2	2	3			
:10	4	3	2	2	1			
:12	5	4	3	2	2			
:14	3	3	3	3	2			
:16	8	6	5	5	1			
:18	2	2	1	2	1			
:20	3	2	2	1	2			
:22	3	2	1	1	1			
:24	2	1	1	1	2			
:26	8	5	3	2	2			
:28	3	3	3	3	2			
:30	5	3	2	2	1			
:32	4	3	3	3	1			
:34	5	4	3	2	2			
:36	3	3	2	2	1			
:38	6	4	3	3	2			
:40	3	3	3	3	3			
:42	6	5	4	3	1			
:44	3	1	2	2	1			
:46	5	3	2	3	2			
:48	3	2	2	2	1			
:50	5	3	3	2	2			
:52	5	3	2	2	2			
:54	6	5	4	3	3			
:56	3	3	2	2	2			
:58	5	3	2	2	1			
:60	5	4	4	3	2			
TOTAL SWITCH COUNT	128	95	76	70	53			
TOTAL OBSERVATIONS	30	30	30	30	30			
TRAFFIC REG. READ. STOP	3542	3049	3141	3201	1072			
DIFFERENCE START-STOP	80	92	70	80	0			
UNIT CALLS	153	114	91	84	64			
REMARKS: All trunk groups are off first selector levels and appear to be giving adequate service, except the 2200 connector group, which may require 8 switches. Further busy hour observations will determine this more precisely.								

FIGURE 4