

**TRUNKING CONSIDERATIONS
GLOSSARY OF TRUNK FACILITIES TERMS
AND DEFINITIONS**

**NETWORK SWITCHING ENGINEERING—GENERAL ENGINEERING CONSIDERATIONS
NETWORK SERVICES METHODS**

	CONTENTS	PAGE
1. GENERAL		1
A. Introduction		1
B. Need		1
C. Structure		2
D. Relationship to Common Language		2
E. Permuted Index		3
F. Maintenance		3
2. ALPHABETICAL GLOSSARY OF TERMS AND DEFINITIONS		5
3. PERMUTED INDEX OF TERMS		35
Figures		
1. Office Class—Switching Function Table		29
2. Switching Function—Office Class Table		30
3. Trunk Group Connectivity Chart		31
4. Traffic Class for Trunk Groups		32
5. Abbreviations and Associated Terms		33
6. Associated Terms and Abbreviations		34

1. GENERAL

A. Introduction

1.01 This section provides a Glossary of standard telephone terms and definitions that are commonly needed in the trunking area of network operations. A permuted index to assist in the location of multiword terms in the body of the Glossary is included as an integral part of this section.

1.02 This section is being reissued to add new terms, change some existing terms, withdraw some terms and to publish the glossary in a total alphabetized order.

1.03 By virtue of their inclusion in this Glossary, the terms and definitions are System standard for their use relative to operations in the areas of network design, network administration, and network planning. A more universal application of the Glossary is intended throughout telephone company operations and in appropriate subject areas in Bell Telephone Laboratories.

1.04 The Glossary is provided in the following formats:

Section 780-400-305, Issue 2

Pamphlet (Select Code 500-653).

Either of these formats of the Glossary may be ordered through normal channels. Both formats will be maintained uniformly with a periodic common updating.

B. Need

1.05 Over many years, a telephone “language” has developed to permit telephone people to com-

NOTICE

Not for use or disclosure outside the
Bell System except under written agreement

municate efficiently and effectively. This language grew out of necessity and generally has well served its objective of communicating unique and often complex concepts in relatively few words. But in a system as large as that required for nationwide telephone operations, a more standard and organized dictionary of meanings than has resulted from this process is required. The majority of terms that have come into general use are appropriate and have been included in the Glossary with associated definitions. Some additional terms required to define new equipment arrangements, traffic characteristics, or engineering methods have also been included in the Glossary. The Glossary is intended to fill the Bell System requirement for trunking related terms and become a basic building block that can be augmented and modified based on its use throughout the Bell System.

C. Structure

1.06 Where terms defined in the Glossary are used in the body of definitions of other terms, they are italicized to facilitate cross-referencing. Thus, in the definition of the term "Traffic: A flow of attempts, calls, and messages," "*attempts*," "*calls*," and "*messages*" are italicized to indicate that each is itself a term defined in the Glossary.

1.07 The Glossary has been designed to provide a single, unique definition for each term. While this arrangement is confining, it results in mutually exclusive, nonoverlapping terms and definitions. It denies multiple definitions for any given term or shadings of a given definition. In all but a few cases, this single, unique definition principle has been adhered to throughout the Glossary.

1.08 Certain terms included are inherently mathematical or technical. In such cases an effort has been made to provide a definition that is both understandable by nontechnical people and still retains the intended technical concept. In implementing this objective, occasionally it has been necessary to compromise total technical completeness.

1.09 In the Glossary, some familiar terms are indicated as "withdrawn." The objective in identifying terms as withdrawn is to discourage their use in official communications and practices and in their place employ standard terms. Also, some terms have been withdrawn because it was not possible to create a generally acceptable definition for them or because the words used in the term were misleading.

1.10 Many proper terms not listed in the Glossary may be compounded from terms that are included. For example, while terms such as "average offered first-route load" are not generally included, the more common, shorter terms such as "average load," "offered load," and "first-route load" are included.

1.11 Terms that may be used frequently in telephone operations but which are adequately defined by standard available English meanings and have no unique meaning in a telephone sense have been excluded.

1.12 Several figures have been appended to the Glossary to organize selected information in tabular form. Figure 1, Office Class—Switching Function Table, augments the term "office class" and defines the various levels of "office class" in terms of the "switching function(s)" performed. Figure 2, Switching Function—Office Class Table, augments the term "switching function" and defines the switching functions possible for each office class and subtending switching system. Figures 3 and 4 relate Glossary terms to existing Common Language Circuit Identification—Message Trunks and are covered in paragraphs 1.14 through 1.17.

1.13 The Glossary includes only those abbreviations that are familiar enough to be used interchangeably with, or in lieu of, the term. When an abbreviation is included, it is shown in parenthesis immediately following the title of the term. Figure 5 displays an alphabetical listing of abbreviations that have been used and their meaning. Figure 6 displays an alphabetical listing of terms and the associated abbreviations that have been used.

D. Relationship to Common Language

1.14 Some of the terms and definitions included in the Glossary interrelate with the Bell System Standard Common Language Circuit Identification—Message Trunks (Section 795-400-100). Where appropriate, for instance, cross-references are made to the more commonly used Traffic Use Codes to facilitate use of the Glossary where this relationship exists. Traffic Use Codes define specific categories of traffic use such as connectivity, tariff, equipment type and operation, etc. The Trunk Group Connectivity Chart, Fig. 3, summarizes and provides a convenient source of these codes organized primarily for connectivity and tariff identification.

1.15 The Trunk Group Connectivity Chart combines several pertinent relationships. The left

column lists "connectivity" terms that either are defined in the Glossary or whose definition is self-evident from the structure of the term. The spacing used in this column indicates the organization of connectivity terms and their trunk group category identification. The chart lists appropriate Traffic Use Codes for each connectivity term dependent on the type of traffic carried on the trunk group.

1.16 Traffic Use Codes presently identified in Section 795-400-100 as "miscellaneous" and "administrative" have been excluded from Fig. 3 since many of them fall into several connectivity categories. Figure 3, therefore, should not be used as a comprehensive reference for all Traffic Use Codes.

1.17 Another area of Common Language with which Glossary terms interrelate is the "Traffic Class" codes used to identify categories of trunk groups required for engineering. Figure 4 lists the types of trunk groups, the type of offered load (first-route and/or overflow) and the traffic class code. These codes identify whether or not the group has an alternate route and its functional location in a network.

E. Permuted Index

1.18 The permuted index, located in the back of the Glossary, lists each term alphabetically for a maximum of four times per term. Thus, a 4-word

term such as "Network Cluster Busy Hour" will be listed four times, once each under "Network," "Cluster," "Busy," and "Hour." Hyphenated words are treated as single words. The "refer to" column identifies the page location of the term in the Glossary. Where appropriate, "refer to" references indicate, instead of an alphabetical location, that a term has been withdrawn or is included in Fig. 3.

1.19 The permuted index arrangement permits ready determination that a term is or is not included in the Glossary. It is also useful when scanning for a listing of all terms that include a common word such as "network," "traffic," "load," etc.

F. Maintenance

1.20 Section 000-010-015, "How to Comment on Bell System Practices", provides a method for suggesting new terms and definitions as well as changes to existing terms and/or definitions. In either case, suggestions should be articulate and complete, representing the wording that is proposed to appear in the Glossary. Questions or comments on the wording of terms and definitions may accompany the suggested wording whenever it is appropriate.

1.21 A periodic review of all outstanding suggestions provided on maintenance forms will be made in connection with revisions of the Glossary.

2. ALPHABETICAL GLOSSARY OF TERMS AND DEFINITIONS

ABANDONED ATTEMPT—An *attempt* that is aborted by the originator.

ABANDONED CALL—A *call* that is aborted by the originator.

ADMINISTRATIVE TRUNK GROUPS—A category of *trunk groups* that provide call status monitoring. The function may be one of revenue protection (ie, coin overtime collection), Telco operator assistance (ie, verification), protection of the *message network* from overloads (ie, no-circuit announcements), etc. Types of *trunk groups* in this category include:

- Announcement
- Coin Supervisory
- Coin Zone
- Permanent Signal
- Vacant Code
- Verification.

ALL TRUNKS BUSY (ATB)—A *measurement* of the number of times all *trunks* in a group were *busy* during a measurement period. (See: *Measurement*.)

ALTERNATE ROUTE—A second or subsequent choice path between two points, usually consisting of two or more *trunk groups* in tandem. This term (or *alternate routing*) is also used as a verb to define the act of selecting an *alternate route*. (See: *Traffic Item Alternate Route, Trunk Group Alternate Route*.)

ALTERNATE ROUTE FINAL TRUNK GROUP—This term is withdrawn from use. (See: *Final Trunk Group*.)

ALTERNATE ROUTE NETWORK—A *hierarchical network* that includes both *high-usage trunk groups* and *final trunk groups*.

ANNOUNCEMENT SYSTEM—An arrangement for providing information to customers by means of recorded announcements. *Announcement systems* typically provide time, weather, lottery results, or explanations as to why a *call* did not go through to its destination.

ANNOUNCEMENT TRUNK GROUP—A *trunk group* used to provide customers and/or operators with in-

formation relative to the inability to complete a *call* due to network conditions, the digits dialed, etc. The information may be provided by voice or tone. Typical applications commonly employ the following types of *trunk groups*:

- Intra-end office
- Intratandem.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is AN.

ATTEMPT—Any demand to which an element of a *network* reacts.

AUGMENTED HIGH-USAGE TRUNK GROUP—This term is withdrawn from use.

AUTOMATIC CALL DISTRIBUTOR (ACD)—That portion of a *position system* that acts as the final distribution point for incoming *calls*. *Automatic call distributors* may further be identified by the operator function performed such as directory assistance, repair service, intercept, etc.

AUXILIARY SERVICE TRUNK GROUPS—A category of *trunk groups* that provide selected services for customers or operators and terminate at *announcement systems, cord switchboards, or desks*. Typical applications commonly employ the following types of *trunk groups*:

- Directory Assistance
- Intercept
- Official
- Public Announcement
- Rate-and-Route
- Repair Service
- Time
- Voice Storage
- Weather.

AVERAGE BUSINESS DAY (ABD)—Any day, Monday through Friday except for national holidays, that is characterized by normal operation of the work force in a state or large metropolitan area. Occurrences of extraordinary natural conditions (floods, severe storms, earthquakes) or other extreme conditions (war, civil disturbances, major public transportation disasters) on an otherwise *Average Business Day*, when neither predictable nor normally recurring, usually justifies classifying such a day as other than an *average business day*.

AVERAGE LOAD—The *load* obtained by averaging a series of hourly *loads*. An *average load* may be further defined as: Average *carried load*, Average *offered load*, etc. This term is not to be confused with *load* which is inherently an average of all the instantaneous *loads* over a basic time interval such as an hour.

BASE LOAD—The average first-route *offered load* between two identified areas or for an identified *subset* of *traffic*, (ie, message, operator services, coin, etc) from which future *loads* are forecast. It is normally for a time-consistent, 60-minute interval averaged for a number of days during the *base period*.

BASE PERIOD—In trunk forecasting, a time span, normally four consecutive *study weeks* in a *base year*, during which a *base load* is determined. Normally, the *base period(s)* represents the *busy season* for a group of *servers* or the *network* that includes the group of *servers*.

BASE YEAR—The twelve consecutive months, not necessarily a calendar year, during which data are collected for the determination of *base loads*.

BASE YEAR END (BYE)—The calendar date that identifies the last day of a *base year*.

BLOCKED ATTEMPT—An *attempt* that cannot be further advanced toward its destination due to an equipment shortage or failure in the *network*.

BLOCKING OBJECTIVE—The average *blocking ratio* to which a group of *servers* is engineered or administered.

BLOCKING RATIO—For a group of *servers*, the ratio of *blocked attempts* to total *attempts* within a specified time interval.

BOUNCING BUSY HOUR—The *busy hour* each day that, over a number of days, is normally not time consistent.

BUSY—The condition of a line that is in use or in trouble, resulting in the inability to complete a *call*.

BUSY HOUR—A sixty consecutive minute interval with the highest levels of *measurement* or *derived load* used in traffic engineering. A *busy hour* may also be identified by the period of the day,

the *class of service* of the *traffic*, etc, ie, morning *busy hour*, coin *busy hour*, etc.

BUSY SEASON—An annually recurring and reasonably predictable period of maximum busy hour requirements for *networks* that are engineered to traffic levels and characteristics. A *busy season* may be regular and well defined or may be less regular, occurring at different intervals of a generally longer busy period. It may be a period of one or more consecutive months. For purpose of engineering network facilities, a *busy season* occurs within a pre-defined twelve month interval, not necessarily a calendar year.

BYPASS TRUNK GROUP—In a *hierarchical network*, a *trunk group*, usually high-usage, that circumvents one or more *tandems* in its *routing ladder*.

CALL—An *attempt* for which the complete *destination code* is provided.

CALL-BACK TRUNK GROUP—A *trunk group* used to obtain operator assistance for special functions on delayed *calls* returned from the distant end. A typical application commonly employs the following type of *trunk group*:

Tandem to Cord Switchboard.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is LW.

CAMA OFFICE TO CAMA OPERATOR DESK TRUNK GROUP—This term is withdrawn from use.

CARRIED LOAD—The *load* that occupies a group of *servers*.

CARRIED TRAFFIC—That part of the *traffic* offered to a group of *servers* that successfully seizes a *server*, ie, *carried traffic* equals *offered traffic* minus *overflow traffic*.

CCIS GROUP—This term is withdrawn from use. (See: *CCIS Signaling Link Group*.)

CCIS NETWORK—That part of the *North American Network* that includes all *switching systems* equipped for *CCIS* and their interconnecting *trunk groups* and *CCIS signaling link groups*. The

CCIS network provides features not available in those parts of the **North American Network** not equipped for **CCIS**. The **CCIS network** is identical with the **stored-program controlled (SPC) network**.

CCIS SIGNALING LINK GROUP—A group of one or more signaling links between processor equipped **switching systems** and/or **signal transfer points** used to support the completion of message **traffic** generally, including **direct services dialing traffic** and switched special services **traffic**. These links carry information to effect connecting, monitoring and disconnecting of **message trunks** as well as information for error and network control.

CCIS SIGNALING NETWORK—That part of the **CCIS network** consisting of **signal transfer points, network control points, CCIS** equipped **switching systems** and interconnecting **CCIS signaling link groups**.

CCIS TRUNK GROUP—A **trunk group** that utilizes **CCIS signaling**.

CENTRAL OFFICE—A general term usually referring to a telephone company building in which telephone equipment is installed.

CENTRALIZED AUTOMATIC MESSAGE ACCOUNTING (CAMA)—An arrangement that provides for the recording of detailed billing information at a centralized location other than an **end office**, usually a **tandem**. **CAMA** equipment also may be associated with **position systems, desks**, etc.

CHOKED CODE ROUTING—An arrangement that permits **calls** with an extremely low probability of completion to be served in a way that does not adversely affect service to the general public. Focussed overloads may be accorded this treatment.

CHOKED NETWORK—This term is withdrawn from use. (See: **Choked Code Routing**.)

CIRCUIT—A word whose dictionary definition is adequate for telephone purposes. The term, **circuit**, is not to be used as a substitute for the term **trunk**.

CLASS OF SERVICE—One of several categories of main stations provided in the tariff for purposes of charging customers for the particular service selected. Different routing treatments may be required for

individual categories. The following are some common examples of **classes of service** that are frequently offered:

Coin
Flat
800 Service
Message
PBX
WATS.

Further modification such as individual, 2-party, 4-party, public, or semipublic, may be required.

CLASS 5 LOCAL CENTRAL OFFICE—This term is withdrawn from use. (See: **End Office**.)

COIN SUPERVISORY TRUNK GROUP—A **trunk group** that provides the capability for a cord switchboard operator to collect coin local overtime and check for stuck coin. Typical applications commonly employ the following types of **trunk groups**:

End Office to Cord Switchboard
End Office to Trunk Concentrator
Trunk Concentrator to Cord Switchboard.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is CS.

COIN ZONE TRUNK GROUP—A **trunk group** that provides for cord switchboard operator supervision of charge arrangements for coin dialing to destinations beyond the basic coin **rate zone**. A typical application commonly employs the following type of **trunk group**:

End Office to Cord Switchboard.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is CZ.

COMBINED SECTOR TANDEM—A **sector tandem** that switches **traffic** TO and FROM a **sector**.

COMBINED SECTOR TANDEM NETWORK—A multi-stage, 2-level, sectored **metropolitan network** in which the **last-choice route** between **end offices** in different **sectors** is via the two **sector tandems**. Such **networks** may contain two or more **sectors** but the **routes** between any two **sectors** cannot be via a third **sector**.

COMBINED-OVERFLOW FINAL TRUNK GROUP—A *final trunk group* that receives *route-advanced overflow traffic*, *switched-overflow traffic*, and may also receive *first-route traffic*.

COMBINED-OVERFLOW NETWORK CLUSTER—A *network cluster* consisting of a *combined-overflow final trunk group* and all *high-usage trunk groups* in the cluster that offer *route-advanced overflow traffic* and/or *switched-overflow traffic* to it.

COMBINED-OVERFLOW TRAFFIC—A combination of *route-advanced overflow traffic* and *switched-overflow traffic*.

COMMON CHANNEL INTEROFFICE SIGNALING (CCIS)—A type of *signaling* between processor equipped *switching systems* for which the voice and *signaling* portions of a *call* are separated. The *signaling* portion employs a separate data link(s) for a *signaling* path that carries information for error and network control as well as information to control the connection, monitoring, and disconnection of *calls*. The voice portion is carried on one or more *CCIS trunk groups*.

COMMON FINAL TRUNK GROUP—This term is withdrawn from use. (See: *Final Trunk Group*.)

COMPONENT BUSY SEASON—The *busy season* during which the highest levels of *traffic* generally occur for which components of network facilities should be engineered.

CONSTANT LOAD—This term is withdrawn from use. (See: *Steady Load*.)

CONTROL HOUR—The *significant hour* with the highest *load*.

CONTROL SWITCHING POINT—Any regional, sectional, or primary *tandem* in the *North American Network*.

CORD SWITCHBOARD—A *switching system* in the *message network* consisting of positions at which trunk-to-trunk and line-to-trunk connections are established by operators using cords. *Cord switchboards* usually perform outward *switching function* and may also perform an inward *switching function*.

CORD SWITCHBOARD TO CORD SWITCHBOARD TRUNK GROUP—(See Fig. 3.)

CORD SWITCHBOARD TO END OFFICE TRUNK GROUP—(See Fig. 3.)

CORD SWITCHBOARD TO TANDEM TRUNK GROUP—(See Fig. 3.)

CORD SWITCHBOARD—END OFFICE 2-WAY TRUNK GROUP—(See: *End Office—Cord Switchboard 2-Way Trunk Group*.)

CORD SWITCHBOARD/TANDEM—END OFFICE 2-WAY TRUNK GROUP—(See: *End Office—Tandem/Switchboard 2-Way Trunk Group*.)

CROSS-LOTS ROUTING—This term is withdrawn from use. (See: *Third-Ladder Routing*.)

CUSTOMER DIAL INSTRUCTION TRUNK GROUP—This term is withdrawn from use.

CUSTOMER RETRIAL—A subsequent *attempt* by a customer within a measurement period to complete a *call*.

CUSTOMER SWITCHING SYSTEM—A *switching system*, leased or provided by a customer, that is specifically designed to serve particular needs to make and/or receive voice and/or data communications. Types of *switching systems* in this category include:

Centrex CU
Dimension PBX
Automatic Call Distributors.

DATA CONVERSION—The process of deriving estimates of *loads*, *traffic characteristics*, or *trunks-required* from traffic *measurements* (trunk group and/or point-to-point).

DATA EQUATING—The process by which specific trunk group *loads* or network cluster *loads* for different *study periods* are made compatible by adjusting for *route transfers*, main station transfers, and other significant changes that occur over time.

DATA REDUCTION—The process of identifying the *study periods* and hours for which *loads* should be considered in the network engineering process. *Data reduction* is comprised of data scheduling, data selection, and screening for statistically irrelevant data.

DAY-TO-DAY VARIATION—That component of the variance of a set of daily load *measurements* at-

tributable to systematic rather than random variations.

DEDICATED NETWORK—This term is withdrawn from use. (See: *Special Purpose Network, Special Service Network.*)

DELAY ENGINEERING—A method for providing *servers* based on an objective average waiting time per *attempt*, or the percentage of total *attempts* exceeding a given waiting time.

DERIVED LOAD—A *load* estimated by applying *traffic theory* to *measurements*. (See: *Data Conversion.*)

DESK—A booth, shelf, or other type of position equipped to permit handling services such as directory assistance, intercept, rate-and-route, or testing. Normally, a *desk* consists of several such positions.

DESK TO END OFFICE TRUNK GROUP—(See Fig. 3.)

DESK TO TANDEM TRUNK GROUP—(See Fig. 3.)

DESTINATION CODE—A combination of digits that provides a complete address to reach a destination in the *message network*. Most *destination codes* are made up of some of the following components: *Area (NPA) Code, End Office Code, Station Number, Service Code, Toll Center Code.*

DIRECT DISTANCE DIALING NETWORK—This term is withdrawn from use.

DIRECT FINAL TRUNK GROUP—This term is withdrawn from use: (See: *Only-Route Trunk Group.*)

DIRECT SERVICES DIALING TRAFFIC—The *traffic* generated by a group of service offerings made to the general public, ie, 800 Service, auto bill calling, message command system, etc. This *traffic* requires processing through a CCIS *network control point*.

DIRECTIONAL ALTERNATE ROUTING—The *routing* of *overflow traffic* from each end of a 2-way *high-usage trunk group* to a *tandem(s)* in the destination ladder.

DIRECTIONAL TANDEM—This term is withdrawn from use. (See: *Selective Routing Tandem.*)

DIRECTORY ASSISTANCE TRUNK GROUP—A *trunk group* that provides the means for customers or op-

erators to obtain listed directory numbers and newly connected numbers. Typical applications commonly employ the following types of *trunk groups*:

End Office to Trunk Concentrator
End Office to Desk
Tandem to Trunk Concentrator
Tandem to Desk
Cord Switchboard to Trunk Concentrator
End Office to Automatic Call Distributor
Tandem to Automatic Call Distributor.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is DA. (See: *Service Code, Operator Service Code.*)

DISTANCE DIALING NETWORK—This term is withdrawn from use.

DIVIDED TRUNK GROUP—A *grade-of-service trunk group* or *high-usage trunk group* that is divided into 1-way and 2-way *trunk groups*.

DNHR NETWORK—That part of the *SPC Network* in which the *DNHR* feature is employed. Nodes in the *DNHR Network* have no hierarchical relationship to each other.

DON'T ANSWER—The condition encountered on a *call* on which ringing is initiated and the originator hangs up prior to receiving an answer.

DOUBLE TANDEM MULTISTAGE ALTERNATE ROUTE NETWORK—This term is withdrawn from use. (See: *Combined Sector Tandem Network.*)

DYNAMIC NONHIERARCHICAL ROUTING (DNHR)—An arrangement that changes traffic *routes* by time-of-day and seasons of the year. With *DNHR, routes* are changed frequently to maximize use of the *network* by capitalizing on noncoincidence, while minimizing total trunk requirements to achieve an objective level of *service*.

ECONOMIC CCS (ECCS)—The engineered objective *load* in *CCS* to be carried on the last *trunk* (or theoretical last *trunk*) in a nonmodularized *high-usage trunk group*. It is developed from *incremental CCS* and cost ratio data.

EMERGENCY SERVICE TRUNK GROUP—A dedicated *trunk group* used to provide enhanced emergency

service for a municipality or other political entity. These **trunk groups** are used by customers located within the area served to report emergencies (Fire, Police, Ambulance) using the Bell System Standard emergency code, 911. Typical applications commonly employ the following type of **trunk group**:

Inter-end Office.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is ES.

EMERGENCY TRUNK GROUP (911)—This term is withdrawn from use. Emergency (911) **trunks** are provided as Special Services.

END OFFICE—A **switching system** in the **message network** that establishes line-to-line, line-to-trunk, and trunk-to-line connections. **End offices** are always **office class 5**.

END OFFICE CODE—That part of a **destination code** consisting of the first three digits of a customer's 7-digit directory number. It is usually expressed as an "**NXX code**" where N represents digits 2 through 9 and X represents digits zero through 9.

END OFFICE TO ANNOUNCEMENT SYSTEM TRUNK GROUP—(See Fig. 3.)

END OFFICE TO CORD SWITCHBOARD TRUNK GROUP—(See Fig. 3.)

END OFFICE TO DESK TRUNK GROUP—(See Fig. 3.)

END OFFICE TO END OFFICE TRUNK GROUP—(See Fig. 3.)

END OFFICE TO TANDEM TRUNK GROUP—(See Fig. 3.)

END OFFICE TO TRUNK CONCENTRATOR TRUNK GROUP—(See Fig. 3.)

END OFFICE TOLL TRUNK GROUP—This term is withdrawn from use.

END OFFICE—CORD SWITCHBOARD 2-WAY TRUNK GROUP—(See Fig. 3.)

END OFFICE—END OFFICE 2-WAY TRUNK GROUP—(See Fig. 3.)

END OFFICE—TANDEM 2-WAY TRUNK GROUP—(See Fig. 3.)

END OFFICE—TANDEM/SWITCHBOARD 2-WAY TRUNK GROUP—(See Fig. 3.)

END OFFICE/TANDEM SWITCHING SYSTEM—A **switching system** that performs both end office and tandem **switching functions**.

END-TO-END TOLL TRUNK GROUP—This term is withdrawn from use. (See: **Inter-end Office Trunk Group**.)

EQUIVALENT RANDOM LOAD—The theoretical **Poisson load** that, when offered to a number of theoretical **trunks (equivalent random trunks)**, produces an **overflow load** with a volume and peakedness equal to that of a given **offered load**. The equivalent random concept permits **traffic theories** that do not explicitly recognize peakedness to be used in peakedness engineering.

EQUIVALENT RANDOM TRUNKS—A number of theoretical **trunks** used in conjunction with an **equivalent random load** to permit **traffic theories** that do not explicitly recognize peakedness to be used in peakedness engineering. (See: **Equivalent Random Load**.)

ERLANG—The international unit of traffic **load** equal to the average number of simultaneous **calls** offered to or carried by a group of **servers**. **Erlangs** need not be referenced to a time interval. However, since in Bell System engineering the standard time interval is one hour, one **erlang** is considered to be equal to 36 **CCS**.

ESTIMATED LOAD—The **load** determined to have existed during a measurement period using available data and **traffic theory**. (See: **Measured Load, Forecasted Load**.)

EXCHANGE AREA—A defined geographic area used for establishing tariffs for **classes of service** within the area. (See: **Rate Zone**.)

EXPEDIENT TRUNK GROUP—A **trunk group** that should be high-usage but that has been sized as a **grade-of-service trunk group** (or a group that should be grade-of-service but that has been sized as a **high-usage trunk group**) in violation of any recommended engineering criteria. The word "expedient" may be used as a descriptor for **final trunk groups, only-route trunk groups, and high-usage trunk groups**. See Fig. 4 "Traffic Class for

Trunk Groups” for further identification and classification of *expedient trunk groups*.

EXTENDED AREA SERVICE (EAS)—A defined geographic area beyond the *local service area* to which *traffic* is classified as local for selected customers.

FALSE START—This term is withdrawn from use. (See: *Abandoned Attempt*.)

FINAL TRUNK GROUP—A *last-choice trunk group* that receives *overflow traffic* may receive *first-route traffic* and for which there is no *alternate route*. (See: *Combined-Overflow Final Trunk Group*, *Route-Advanced Final Trunk Group*, *Switched-Overflow Final Trunk Group*.)

FIRST-ATTEMPT LOAD—An *offered load* that excludes any *load* resulting from *retrials*.

FIRST-CHOICE ROUTE—The *first-choice trunk group* (or a series of *first-choice trunk groups*) between two *switching systems*.

FIRST-CHOICE TRUNK GROUP—At a *switching system*, a *trunk group* to which a *traffic item* is initially offered.

FIRST-ROUTE LOAD—A *load* that results only from *traffic* that has not been *route-advanced* at any *switching system*.

FIRST-ROUTE TRAFFIC—*Traffic* that has not been *route-advanced* at any *switching system*.

FLOATING BUSY HOUR—This term is withdrawn from use. (See: *Bouncing Busy Hour*.)

FORECASTED LOAD—The *load* predicted to exist at some specified future period. (See: *Estimated Load*.)

FOREIGN TRIBUTARY—This term is withdrawn from use.

FREE SERVICE TRAFFIC—This term is withdrawn from use. (See: *Local Traffic*, *No-Charge Traffic*.)

FULL ACCESS—An arrangement in which all *traffic* offered to a group of *servers* has access to all the *servers* in the group.

FULL DIRECT TRUNK GROUP—This term is withdrawn from use. (See: *Only-Route Trunk Group*.)

FULL GROUP TRUNK GROUP—This term is withdrawn from use. (See: *Special Trunk Group*.)

GRADE-OF-SERVICE TRUNK GROUP—A *trunk group* engineered to a specific *blocking objective*, ie, a *final trunk group* or an *only-route trunk group*.

GRADING—An arrangement that permits the provision of a group of *servers* larger than can be served on a *full access* basis. *Limited access* is implicit when *grading* is used.

GROUP BUSY HOUR (GBH)—The *busy hour* for a group of *servers*. It may be either a *bouncing busy hour* or a *time-consistent busy hour*.

GROWTH FACTOR—A ratio derived by trending main stations, *traffic*, or *loads* and relating the future levels to current levels. *Growth factors* may be combined to develop a *projection ratio* or used individually as a *projection ratio*.

HIERARCHICAL NETWORK—A *network* that includes two or more different classes of *switching systems* in a defined *homing arrangement*.

HIGH-USAGE TRUNK GROUP—A *trunk group* that is designed to overflow to an *alternate route*. (See: *Intermediate High-Usage Trunk Group*, *Parallel Protective High-Usage Trunk Group*, *Primary High-Usage Trunk Group*.)

HIGH-VOLUME TANDEM—A *selective routing tandem* used only for high volume *traffic items*.

HOLDING TIME—The length of time an *attempt*, *call*, or *message* occupies a component of the *network*. *Holding times* are normally expressed in seconds or minutes.

HOME TANDEM—A *tandem* of a higher *office class* to which another *tandem* or an *end office* has a *final trunk group*. *Home tandems* may exist for all or defined subsets of tandem switched *traffic*.

HOMING ARRANGEMENT—The *last choice trunk group(s)* between *switching systems* in a specific *routing ladder*.

HOMING BUSY HOUR—This term is withdrawn from use. (See: *Network Cluster Busy Hour*.)

HUNDRED CALL SECONDS (CCS)—The Bell System standard unit of traffic *load* that is equal to 100 sec-

onds of *usage* on a group of *servers*. Since the Bell System standard time interval for engineering is an hour, it is implicit that *loads* expressed in *CCS* are stated for an hour. Therefore, one *server* can never carry more than 36 *CCS* in an hour. (See: *Erlang*.)

INCOMING PEG COUNT—A *measurement* of the number of *attempts*, counted at the incoming end of a *trunk group*, that have seized a *trunk* in the group. Incoming peg count *measurements* are generally used where no peg count *measurement* is available at the originating end of the *trunk group*.

INCREMENTAL CCS (ICCS)—The increase in the capacity of a *trunk group* that results from adding one *trunk* to the group while maintaining the objective *ECCS* or level of *blocking*. It is not to be confused with the average *CCS* per *trunk* or with *ECCS*.

INDIVIDUAL FINAL TRUNK GROUP—This term is withdrawn from use. (See: *Parallel Protective High-Usage Trunk Group*.)

INFORMATION TRUNK GROUP—This term is withdrawn from use. (See: *Directory Assistance Trunk Group*.)

INTER-END OFFICE TRUNK GROUPS—A category of *trunk groups* that interconnect *end offices*. (See Fig. 3.)

INTERCEPT TRUNK GROUP—A *trunk group* that provides information concerning called numbers that are unassigned, changed, disconnected, or placed on trouble intercept. Typical applications commonly employ the following types of *trunk groups*:

- End Office to Desk
- End Office to Trunk Concentrator
- End Office to Cord Switchboard
- End Office to Announcement System
- Tandem to Cord Switchboard
- Tandem to Desk
- Trunk Concentrator to Announcement System.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is IR.

INTERLOCAL NETWORK—This term is withdrawn from use. (See: *Metropolitan Network, Nonmetropolitan Network*.)

INTERLOCAL TRUNK GROUPS—This term is withdrawn from use. (See: *Inter-end Office Trunk Groups*,

Intra-end Office Trunk Groups, Intertandem Trunk Groups, Tandem Connecting Trunk Groups.)

INTERMARKER TRUNK GROUP—This term is withdrawn from use. (See: *Inter-end Office Trunk Groups*.)

INTERMEDIATE HIGH-USAGE TRUNK GROUP—A *high-usage trunk group* that receives *route-advanced overflow traffic* and may receive *first-route traffic* and/or *switched-overflow traffic*.

INTERMEDIATE OFFICE—This term is withdrawn from use. (See: *Tandem*.)

INTERMEDIATE POINT—A class 4X *tandem* in the *North American Network* without an associated inward operator function. An *intermediate point* is interposed between class 5 *switching systems* and a class 4 *tandem*. It may provide billing capabilities for the *end offices* it serves.

INTERMETROPOLITAN NETWORK—A *subset* of the *message network* interconnecting defined metropolitan areas between which the high volume of *traffic* justifies its total or partial segregation from other *networks*. An *intermetropolitan network* is normally segregated from other *networks*, may have one or more *trunk groups* in common with other *networks*, but must include at least one *last-choice trunk group* that is not part of any other network's *last-choice route chain*.

INTERNATIONAL DIRECT DISTANCE DIALING NETWORK—This term is withdrawn from use. (See: *International Network*.)

INTERNATIONAL NETWORK—The *subsets* of the *message network* interconnecting the *North American Network* with the rest of the world.

INTEROFFICE TRUNK GROUPS—This term is withdrawn from use. (See: *Inter-end Office Trunk Groups*.)

INTERTANDEM TRUNK GROUPS—A category of *trunk groups* that interconnect *tandems*. (See Fig. 3.)

INTERTOLL NETWORK—This term is withdrawn from use.

INTERTOLL TRUNK GROUPS—This term is withdrawn from use. (See: *Intertandem Trunk Groups, Operator Connecting Trunk Groups*.)

INTRA-CORD SWITCHBOARD TRUNK GROUP—(See Fig. 3.)

INTRA-END OFFICE TRUNK GROUPS—(See Fig. 3.)

INTRAOFFICE TRUNK GROUP—This term is withdrawn from use. (See: *Intra-end Office Trunk Groups*.)

INTRATANDEM TRUNK GROUPS—(See Fig. 3.)

INWARD OPERATOR TRUNK GROUP—A *trunk group* used to provide distant operators with the means of obtaining an inward operator's assistance for the completion of *calls*. A typical application commonly employs the following type of *trunk group*:

Tandem to Cord Switchboard.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is OA. (See: *Operator Service Code*.)

JUNCTOR TRUNK GROUP—A special purpose *trunk group* used to provide a particular feature. It is normally used for such purposes as coin control, billing supervision, etc. A typical application commonly employs the following type of *trunk group*:

Intra-end Office Trunk Group.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is JT.

LAST TRUNK BUSY (LTB)—A *measurement* of the number of times the last *trunk* in a group was *busy* during a measurement period. (See: *Measurement*.)

LAST TRUNK CCS (LTCCS)—The *load* in *CCS* carried on the last *trunk* (or theoretical last *trunk*) in a *high-usage trunk group*.

LAST-CHOICE ROUTE—The *last-choice trunk group* (or a series of *last-choice trunk groups*) between two *switching systems*.

LAST-CHOICE ROUTE CHAIN—In a *hierarchical network*, the *last-choice route* for the completion of *calls* between two *switching systems*.

LAST-CHOICE TRUNK GROUP—A *final trunk group* or *only-route trunk group* in a *hierarchical network*.

LEAVE-WORD TRUNK GROUP—This term is withdrawn from use. (See: *Call-Back Trunk Group*.)

LIMITED ACCESS—An arrangement in which all *traffic* offered to a group of *servers* does not have access to all the *servers* in the group.

LOAD—A volume of *traffic* that equals the sum of the *holding times* for a number of *calls* or *attempts*. *Loads* are normally expressed in either *CCS* or *erlangs*. A statement of *load* is inherently an average of all of the instantaneous *loads* over a basic time interval such as an hour.

LOAD-SET—The matrix of *loads* that results from the statement of a *load* from each specified pair of points in a *network*. A *load-set* is further defined as a *mixed load-set* or a *time-consistent load-set*.

LOAD-SET PERIOD (LSP)—A defined time interval consisting of one or more consecutive hours in one or more consecutive *study periods*. *LSPs* are defined on a Bell System Standard basis to represent seasonal periods such as winter mornings, summer evenings, etc.

LOCAL AUTOMATIC MESSAGE ACCOUNTING (LAMA)—An arrangement that permits the recording of call detail billing information at the originating *end office*.

LOCAL DIAL OFFICE—This term is withdrawn from use. (See: *End Office*.)

LOCAL NETWORK—This term is withdrawn from use. (See: *Metropolitan Network, Nonmetropolitan Network*.)

LOCAL OFFICE—This term is withdrawn from use. (See: *End Office*.)

LOCAL OFFICE CLASS 5 ENTITY—This term is withdrawn from use. (See: *End Office*.)

LOCAL SERVICE AREA (LSA)—A defined geographic area to which *traffic* from a reference *exchange area* is classified as local for all customers in the *exchange area*.

LOCAL SWITCHING SYSTEM—This term is withdrawn from use. (See: *End Office*.)

LOCAL TANDEM—This term is withdrawn from use.

LOCAL TRAFFIC—*Traffic* that is classified as “local” in the tariff on file with the appropriate regulatory body. This term includes single and multimessage unit *traffic*. Trunk forecasting and servicing procedures are independent of the local/toll classification of *traffic*. (See: *Toll Traffic*.)

MAINTENANCE TRUNK GROUP—This term is withdrawn from use. *Maintenance trunk groups* are provided as special services.

MANUAL TRUNK GROUP—This term is withdrawn from use.

MAXIMUM BUSY HOUR—This term is withdrawn from use.

MEAN LOAD—This term is withdrawn from use. (See: *Average Load*.)

MEASURED LOAD—The *load* that is indicated by the average number of busy *servers* in a group over a given time interval, usually determined with a scanning device.

MEASUREMENT—The output of a data collection device that directly or indirectly indicates the *load* carried or service provided by a group of *servers*. Trunk group *measurements* include:

- Usage (Carried)
- Peg count
- Overflow
- All trunks busy
- Last trunk busy.

Point-to-point *measurements* include:

- Message counts
- Attempt Counts
- Conversation CCS.

MESSAGE—An answered *call*.

MESSAGE NETWORK—The *network* available for the completion of *calls* generated by or for the general public. The *message network* excludes all *special service trunks*. (See: *Intermetropolitan Network*, *International Network*, *Nonmetropolitan Network*, *North American Network*, *Restricted Network*, *Special Purpose Network*.)

MESSAGE TRUNK—A *trunk* in the *message network* between two *Telco switching systems*.

Neither end of a *message trunk* terminates at a main station or line equipment. (See: *Trunk Group*, *Juncture Trunk Group*.)

MESSAGE TRUNK GROUP—(See: *Trunk Group*.)

MESSAGE UNIT—A basic measure for charging, employed in some tariffs for *local traffic*. The initial period charge for some *messages* may be more than one unit and is then referred to as a *multimessage unit (MMU)* charge. Overtime period charges are also measured in *message units*.

METROPOLITAN NETWORK—A *subset* of the *message network* serving a defined metropolitan geographic area in which the high volume of *traffic* justifies its total or partial segregation from other *networks*. A *metropolitan network* is normally segregated from other *networks*, may have one or more *trunk groups* in common with other *networks*, but must include at least one *last-choice trunk group* that is not part of any other network's *last-choice route chain*. Usually, *metropolitan networks* switch in excess of ten thousand busy hour *CCS*. (See: *Nonmetropolitan Network*.)

MISCELLANEOUS TRUNK GROUP—This term is withdrawn from use. (See: *Administrative Trunk Groups*.)

MIXED LOAD-SET—A *load-set* in which the *loads* are for different time consistent, 60-minute intervals.

MOBILE TRUNK GROUP—This term is withdrawn from use. *Mobile trunk groups* are provided as special services.

MODULAR ENGINEERING—A method for providing a group of *trunks* or other equipment or facilities in multiples of specific quantities greater than one.

MULTIHOURLY ENGINEERING—A method of sizing network *trunk groups* that recognizes the seasonal and daily load patterns in a way that is optimal for all *trunk groups* in a given *network cluster* for all defined *load-set periods*.

MULTIMESSAGE UNIT (MMU)—(See: *Message Unit*.)

MULTISTAGE NETWORK—A *hierarchical network* in which *traffic* is permitted more than one *alternate route*. It must include *intermediate high-usage trunk groups*.

NEGATIVE DISTORTION—The condition that occurs when the sum of the forecast *loads* for all or selected

trunk groups of a **switching system** is less than the sum of the **base loads** for these same groups multiplied by the **growth factor(s)** for the **switching system**.

NETWORK—An arrangement of **switching systems** and interconnecting **trunks**.

NETWORK ASSEMBLY—The process of assigning **loads** to **trunk groups** and sizing the groups in a **network** in a particular sequence. (See: **Network Disassembly**.)

NETWORK BUSY HOUR—This term is withdrawn from use. (See: **Network Cluster Busy Hour**.)

NETWORK CLUSTER—A **final trunk group** and all **high-usage trunk groups** that have at least one terminus in common with it and for which the **final trunk group** is in the **last-choice route chain**. (See: **Combined-Overflow Network Cluster**, **Route-Advanced Network Cluster**, **Switched-Overflow Network Cluster**.)

NETWORK CLUSTER BUSY HOUR—The **time-consistent busy hour** for a **network cluster** in which the sum of the **carried loads** on the **high-usage trunk groups** and the **offered load** to the **final trunk group** is the greatest.

NETWORK CONFIGURATION—A particular **network** arrangement. Examples are: **single tandem** configuration, **originating sector tandem** configuration.

NETWORK CONTROL POINT—A special applications processor, part of the **CCIS network**, that supports **direct services dialing traffic**.

NETWORK DISASSEMBLY—The process of reducing trunk group **offered loads** to **first-route offered loads** by removing the **overflow loads** received from subtending groups. If required, the **first-route offered load** may be further subdivided into **first-route loads** between points for which a new **trunk group** may be justified or a **route transfer** planned. (See: **Network Assembly**.)

NO CIRCUIT (NC)—A condition that exists when all **trunks** in a group are **busy** and additional **attempts** are blocked.

NO-CHARGE TRAFFIC—**Traffic** that is classified as “no-charge” in the tariff on file with the appropriate

regulatory body. **No-charge traffic** normally includes customer **calls** related to telephone services, official **calls**, some emergency **calls** for fire, police, etc.

NO-TEST TRUNK GROUP—This term is withdrawn from use. (See: **Verification Trunk Group**.)

NONALTERNATE ROUTE NETWORK—A **network** consisting exclusively of **switching systems** interconnected by **only-route trunk groups**. It may be a **hierarchical network** or a **nonhierarchical network**.

NONALTERNATE ROUTE TRUNK GROUP—This term is withdrawn from use. (See: **Only-Route Trunk Group**.)

NONHIERARCHICAL NETWORK—A **network** in which all of the **switching systems** are of the same **office class**.

NONMETROPOLITAN NETWORK—A **subset** of the **message network** serving a defined geographic area that, because of the low volume of **traffic**, does not qualify as a **metropolitan network**. A **non-metropolitan network** is normally segregated from other **networks**, may have one or more **trunk groups** in common with other **networks**, but must include at least one **last-choice trunk group** that is not part of any other network's **last-choice route chain**. Usually, **nonmetropolitan networks** switch less than ten thousand busy hour **CCS**. (See: **Metropolitan Network**.)

NON-NETWORK TRUNK GROUP—This term is withdrawn from use.

NONRANDOM TRAFFIC—**Traffic** that has a predictable (scheduled) arrival rate and **holding time**. **Nonrandom traffic** is seldom encountered in the **message network**. The term, **nonrandom traffic**, has been inappropriately used to describe **peaked traffic** or **smooth traffic**.

NONWEIGHTED BLOCKING RATIO—A **blocking ratio** developed by combining the **blocking ratios** for two or more hours from different days using a simple averaging method.

NORTH AMERICAN NETWORK—The **subset** of the **message network** currently serving the United States, Canada, Bermuda, and the Caribbean area

except Cuba. Theoretically, this **hierarchical network** could be used to complete any **call** within that area. In actual practice, many **metropolitan, intermetropolitan, and nonmetropolitan networks** have been established to carry the bulk of the **traffic** that would otherwise be carried on the **North American Network**.

NPA CODE—A unique 3-digit code in the N 0/1 X series, identifying an **NPA**. An **NPA Code** is the first three digits of the **destination code** for all inter-NPA toll **calls**. (See: **Special Numbering Plan Area Code**.)

NUMBERING PLAN AREA (NPA)—A defined geographical area, identified by a unique **NPA code**. The boundaries of an **NPA code** are normally within a state, province, or subdivision of another country served by the **North American Network**. (See: **NPA Code**.)

NXX CODE—A code normally used as an **end office code**. It may also be used as an **NPA code** or **special numbering plan area code**.

OBSERVED CARRIED LOAD—This term is withdrawn from use. (See: **Measured Load**.)

OFFERED LOAD—The total **load**, including any **load** that results from **retrials**, submitted to a group of **servers**.

OFFERED TRAFFIC—The total **attempts** to seize a group of **servers**. (See: **Carried Traffic, Overflow Traffic**.)

OFFICE BUSY HOUR (OBH)—Normally, the hour in which the maximum **load** on a **switching system, desk**, etc, occurs.

OFFICE CLASS—A numeric designation assigned to a **switching system** that identifies its highest **switching function**. The relationships between **office class** and **switching function** are shown in Fig. 1.

OFFICE RANK—This term is withdrawn from use. (See: **Office Class**.)

OFFICIAL PBX TRUNK GROUP—This term is withdrawn from use. (See: **Official Trunk Group**.)

OFFICIAL TRUNK GROUP—A **trunk group** that provides the means for a customer to contact the tele-

phone company business office by dialing a **service code**, ie, 811. A typical application commonly employs the following type of **trunk group**:

End Office to Cord Switchboard.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is OF. (See: **Service Code**.)

ONLY-ROUTE TRUNK GROUP—A **trunk group** that is the one and only **route** for particular **traffic items**. It receives only **first-route traffic**, does not receive **overflow traffic**, and has no **alternate route**.

OPERATOR ASSISTANCE TRUNK GROUP—This term is withdrawn from use. (See: **Inward Operator Trunk Group**.)

OPERATOR CONNECTING TRUNK GROUPS—A category of **trunk groups** that interconnect **end offices, trunk concentrators, or tandems** with **cord switchboards**. (See Fig. 3.)

OPERATOR JUNCTOR TRUNK GROUP—An intrabuilding **trunk group** that provides a cord switchboard operator with access to a **switching system's** outgoing **trunk groups**. The use of this term is restricted to No. 1 and No. 5 Crossbar **switching systems**. Typical applications commonly employ the following types of **trunk groups**:

Cord Switchboard to End Office
Cord Switchboard to Tandem.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is OJ.

OPERATOR OFFICE TRUNK GROUP—A 2-way **trunk group** used to provide a small, remote **end office** with its operator and class 4 **switching functions**. Typical applications commonly employ the following types of **trunk groups**:

Cord Switchboard/Tandem—End Office 2-Way
Cord Switchboard—End Office 2-Way.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is OO.

OPERATOR SERVICE CODE—A 3-digit code used by an operator to reach another operator for assistance in

the completion of a *call* or to obtain information required to place a *call*. Current Bell System Standard *operator service codes* are 121 (Universal Operator Assistance), 131 (Directory Assistance), 141 (Rate & Route), and 181 (Toll Station Service).

OPTIMIZED NETWORK—A *network* in which each *trunk group* has been sized to operate at its specified economic or service objective when *traffic* is routed according to a specified plan.

ORDER OF GROUP LOAD COMPUTATION—This term is withdrawn from use. (See: *Network Assembly*.)

ORDER WIRE TRUNK GROUP—This term is withdrawn from use.

ORIGINATING SECTOR TANDEM—A *sector tandem* that switches *traffic* FROM a *sector* in a *metropolitan network* TO all other *end offices* in that *network*. *Originating sector tandems* are never part of the *North American Network*.

OTHER MISCELLANEOUS TRUNK GROUP—This term is withdrawn from use.

OVERFLOW (O)—A *measurement* of the number of *attempts* failing to find an idle *server* in a group of one or more *servers*.

OVERFLOW LOAD—The part of an *offered load* that is not carried, ie, *overflow load* equals *offered load* minus *carried load*.

OVERFLOW TRAFFIC—That part of the *offered traffic* that is not carried; ie, *overflow traffic* equals *offered traffic* minus *carried traffic*. (See: *Combined-Overflow Traffic*, *Route-Advanced Overflow Traffic*, *Switched-Overflow Traffic*.)

PARALLEL PROTECTIVE HIGH-USAGE TRUNK GROUP—A *high-usage trunk group* engineered for the identification or protection of selected items of *first-route traffic* that parallels a *route-advanced final trunk group* or a *combined-overflow final trunk group* and overflows to it. It receives *first-route traffic*, may receive *switched-overflow traffic*, but cannot receive *route-advanced overflow traffic*.

PEAKED LOAD—The *load* that results from *peaked traffic*. Peakedness cannot be determined from a statement of *load*.

PEAKED TRAFFIC—*Random traffic* that has a *variance-to-mean ratio* greater than one.

PEAKEDNESS FACTOR—The within-the-hour *variance-to-mean ratio* of *traffic*.

PEG COUNT (PC)—A *measurement* of the number of *attempts* to seize a *server* in a group of one or more *servers*.

PEG COUNT TRUNK GROUP—This term is withdrawn from use.

PERMANENT SIGNAL TRUNK GROUP—A *trunk group* that provides for recognition of an abnormal off-hook condition on a customer's line and facilitates its restoration to normal. Typical applications commonly employ the following types of *trunk groups*:

End Office to Cord Switchboard

End Office to Desk

End Office to Trunk Concentrator/Trunk Concentrator to Cord Switchboard.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is PS.

PLANT DEPARTMENT TRUNK GROUP—This term is withdrawn from use. (See: *Maintenance Trunk Group*.)

POINT-TO-POINT DATA—*Measurements* of the *traffic* or *load* for a *traffic item*. (See: *Point-to-Point Traffic*.)

POINT-TO-POINT TRAFFIC—*Traffic* from one geographic area to another. (See: *Traffic Item*.)

POISSON LOAD—The *load* that results from *Poisson traffic*.

POISSON TRAFFIC—*Random traffic* that has a Poisson distribution of arrivals (a Poisson distribution has a *variance-to-mean ratio* of one).

POSITION SYSTEM—A group of cordless, console-type operator positions accessed by an automatic call distribution (ACD) arrangement. *Position systems* associated with *tandems* perform TSPS and CAMA type functions. *Position systems* not associated with *tandems* perform functions such as directory assistance.

POSITION SYSTEM TO TANDEM TRUNK GROUP—(See Fig. 3.)

POSITIVE DISTORTION—The condition that occurs when the sum of the forecast *loads* for all or selected *trunk groups* of a *switching system* is greater than the sum of the *base loads* for these same groups multiplied by the *growth factor(s)* for the *switching system*.

PRIMARY CENTER—A class 3 *tandem* in the *North American Network* with an associated inward operator function. *Primary centers* always perform *switching functions* 3 and 4.

PRIMARY HIGH-USAGE TRUNK GROUP—A *high-usage trunk group* that is offered *first-route traffic* only.

PRIMARY INTERTOLL TRUNK GROUP—This term is withdrawn from use. (See: *Intertandem Trunk Groups*.)

PRIMARY POINT—A class 3 *tandem* in the *North American Network* without an associated inward operator function. *Primary points* always perform *switching function* 3 and may also perform *switching function* 4.

PRIMARY TRAFFIC—This term is withdrawn from use. (See: *First-Route Traffic*.)

PRINCIPAL CITY—This term is withdrawn from use. (See: *Principal NPA Tandem*.)

PRINCIPAL METROPOLITAN TANDEM—This term is withdrawn from use. (See: *Principal Sector Tandem*.)

PRINCIPAL NPA TANDEM—The *tandem* with the lowest *office class* that can complete *calls* on a *last-choice route* basis to all *destination codes* in a *numbering plan area (NPA)*.

PRINCIPAL SECTOR TANDEM—The *sector tandem* with the lowest *office class* that can complete *calls* on a *last-choice route* basis to all *destination codes* in a metropolitan area.

PROBABILITY ENGINEERED TRUNK GROUP—This term is withdrawn from use. (See: *Grade-of-Service Trunk Group*.)

PROBLEM BUSY HOUR—A *service busy hour* during which the *trunks-required* exceed by more than a predetermined amount the *trunks-required* dur-

ing the *busy hour* to which the *trunk group* would normally be engineered.

PROJECTION RATIO—The ratio developed from one or more *growth factors* used to project base (present) quantities to forecast (future) quantities.

PUBLIC ANNOUNCEMENT TRUNK GROUP—A *trunk group* used to provide multiple types of announcements such as weather, time, sports results, etc. The *announcement system* is reached by dialing an *NXX code*. Each specific announcement desired is associated with a unique listed directory number. Typical applications commonly employ the following types of *trunk groups*:

End Office to Announcement System
Tandem to Announcement System.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is PA.

PULSING—That part of *signaling* that forwards the *destination code* required to *route a call*.

RANDOM TRAFFIC—*Traffic* that over time (from moment-to-moment) has chance fluctuations around an average value of some measure of the *traffic*, such as the number of *attempts* arriving in a specified time interval.

RATE CENTER—That point within an *exchange area* defined by rate map coordinates, used as the primary basis for the determination of toll rates. *Rate centers* may also be used for the determination of selected local rates.

RATE ZONE—A defined geographic division of an *exchange area* used as the basis for establishing uniform tariffs for *local traffic* (including MMU *traffic*) for *classes of service* available within the zone. *Rate zones* are customarily found in larger metropolitan areas and may also be the basis for establishing tariffs for short haul *toll traffic*. (See: *Exchange Area*.)

RATE-AND-ROUTE TRUNK GROUP—A *trunk group* that permits operators to obtain charge and routing information. Typical applications commonly employ the following types of *trunk groups*:

Tandem to Desk
Tandem to Announcement System

Cord Switchboard to Desk
Cord Switchboard to Announcement System.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is RR. (See: **Operator Service Code**.)

RECORDING COMPLETING TRUNK GROUP—A **trunk group** that provides customer access to a cord switchboard operator to obtain assistance in the completion of a **call**. A typical application employs the following type of **trunk group**:

End Office to Cord Switchboard.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is RC.

REGIONAL CENTER—A class 1 **tandem** in the **North American Network** with an associated inward operator function. **Regional centers** always perform **switching functions** 1 and 4 and may also perform **switching functions** 2 and/or 3.

REGIONAL POINT—A class 1 **tandem** in the **North American Network** without an associated inward operator function. **Regional points** always perform **switching function** 1 and may also perform **switching functions** 2, 3, and/or 4.

REORDER—The announcement, or 120 interruptions per minute (IPM) tone, returned to the call originator when a **call** is blocked in the **network**.

REPAIR SERVICE TRUNK GROUP—A **trunk group** used by customers to report telephone equipment in need of repair. Typical applications commonly employ the following types of **trunk groups**:

End Office to Desk
End Office to Tandem
Tandem to Automatic Call Distributor.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is RS. (See: **Service Code**.)

REROUTING—A short-term change in the **routing** of selected **traffic items**. **Rerouting** may be planned and recurring or a reaction to a nonrecurring situa-

tion. It is generally associated with network management activity. (See: **Route Transfer**.)

RESTRICTED NETWORK—A **subset** of the **message network** restricted from access by the general public and provided to serve functions such as verification, **common channel interoffice signaling (CCIS)**, etc.

RESTRICTIVE HIGH-USAGE TRUNK GROUP—This term is withdrawn from use.

RETRIAL—Any subsequent **attempt** by a customer, operator, or a **switching system** to complete a **call** within a measurement period.

ROUTE—The particular **trunk group** or interconnected **trunk groups** between two reference points used to establish a path for a **call**. This term (or the term **routing**) is also used as a verb to define the act of selecting a **route** or **routes**.

ROUTE ADVANCE—Within a **switching system**, the **routing** to an **alternate route trunk group** (or **trunk subgroup**) when all **trunks** in a prior **trunk group** (or **trunk subgroup**) are **busy**.

ROUTE TRANSFER—The planned change of one or more **traffic items** from one **route** to another. **Route transfers** are normally associated with the rehoming or reloading of **switching systems** or the establishment of new **trunk groups**. (See: **Rerouting**.)

ROUTE-ADVANCED FINAL TRUNK GROUP—A **final trunk group** that receives **route-advanced overflow traffic** may receive **first-route traffic**, but cannot receive **switched-overflow traffic**.

ROUTE-ADVANCED NETWORK CLUSTER—A **network cluster** consisting of a **route-advanced final trunk group** and all **high-usage trunk groups** in the cluster that offer **route-advanced overflow traffic** to it.

ROUTE-ADVANCED OVERFLOW TRAFFIC—**Traffic** that has been **route-advanced** at a reference **switching system**.

ROUTING—The selection of a **route** or **routes**. This term is applicable to the selection of **routes** by **switching systems** or operators or the planning of **routes**.

ROUTING DISCIPLINE—An established set of rules for the **routing** of **traffic** in a **network**.

ROUTING LADDER—In a *hierarchical network*, the *tandem(s)* and *last-choice trunk group(s)* between a particular *switching system* and the *tandem* with the highest *office class* on which it ultimately homes.

SECONDARY INTERTOLL TRUNK GROUP—This term is withdrawn from use. (See: *Operator Connecting Trunk Groups*.)

SECTIONAL CENTER—A class 2 *tandem* in the *North American Network* with an associated inward operator function. *Sectional centers* always perform *switching functions 2* and *4* and may also perform *switching function 3*.

SECTIONAL POINT—A class 2 *tandem* in the *North American Network* without an associated inward operator function. *Sectional points* always perform *switching function 2* and may also perform *switching function 3* and/or *4*.

SECTOR—A *subset* of the *end offices* in a metropolitan or other geographic area.

SECTOR TANDEM—A *tandem* that switches *traffic TO* and/or *FROM* a *sector*. (See: *Originating Sector Tandem*, *Terminating Sector Tandem*, *Combined Sector Tandem*, *Principal Sector Tandem*.)

SELECTED BUSY HOUR—An hour selected for processing of data prior to the availability of data for a *study period*.

SELECTIVE ROUTING TANDEM—A *tandem* used for *routing* to selected points or areas from a defined originating area. A *selective routing tandem* is used to divert *traffic* to relieve the basic *network* serving the area.

SEQUENTIAL PROJECTION ALGORITHM (SPA)—A recursive trending procedure, based on Kalman filter theory, for projecting trunk group *loads*. *SPA* averages the *measured load* and the previously *forecasted load* for the same period to create an improved estimate of the actual *load* and its growth. From these improved estimates, *forecasted loads* are determined by linear extrapolation.

SERVER—An item of equipment or a call-carrying path that responds to *attempts*.

SERVICE—A term defining the overall quality of telephone system performance. For network engineering

purposes, *service* is normally stated in terms of blocking or delay.

SERVICE BUSY HOUR—A *time-consistent busy hour* during which the *trunks-required* in a *grade-of-service trunk group* exceed the *trunks-required* during the *busy hour* to which the *trunk group* would normally be engineered.

SERVICE CODE—A 3-digit code in general use by customers to reach a specific telephone company service, ie, 411 (Directory Assistance), 611 (Repair Service), 811 (Official-Business Office), etc.

SERVICE CODE TRUNK GROUP—This term is withdrawn from use.

SIDE HOUR—Any hour other than a *busy hour*. It is usually used to describe an hour with a *load* approaching that of the *busy hour*.

SIGNAL TRANSFER POINT (STP)—With *CCIS*, a processor arranged to transfer control signals between *CCIS* equipped *switching systems*.

SIGNALING—The transmission of information to establish, monitor, or release connections, and provide network control. *Signaling*, excluding *CCIS*, is divided into *pulsing* and *supervision*.

SIGNALING LINK GROUP—A group of one or more signaling links between processor equipped *switching systems* and/or *signal transfer points*, used to support the completion of message *traffic*, generally. These links carry information to effect connection, monitoring and disconnection of *message trunks* as well as information for error and network control. In some cases, switched special services using message trunk equipments are also served by *signaling link groups*. The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is SL.

SIGNIFICANT HOUR—Any of the hours that influence the sizing of a *trunk group*. A *significant hour* is normally either a *network cluster busy hour* or a *service busy hour*.

SIGNIFICANT LOAD—The *load* for a *significant hour*.

SINGLE HOUR CARRIED LOAD—This term is withdrawn from use. (See: *Steady Load*.)

SINGLE STAGE NETWORK—A *hierarchical network* in which *traffic* is permitted only one *alternate route*. It cannot have *intermediate high-usage trunk groups*.

SINGLE TANDEM—The only *tandem* serving a *network*.

SINGLE TANDEM NETWORK—A *network* in which all tandem switched *traffic* between *end offices* is switched at one *tandem*. The *tandem* serving a *single tandem network* is not to be confused with an *originating sector tandem* or a *terminating sector tandem*.

SKEWED LOAD—An *unsteady load* with *systematic variation* within the basic measurement interval, normally an hour.

SMOOTH LOAD—The *load* that results from *smooth traffic*. Smoothness cannot be determined from a statement of *load*.

SMOOTH TRAFFIC—*Random traffic* that has a *variance-to-mean ratio* less than one.

SOURCE LOAD—A concept used in *traffic theory* to define the theoretical *load* offered by a given source(s). It is normally not known from *measurements*, but can be approximated by averaging a large number of samples of the derived *offered load*.

SPECIAL NUMBERING PLAN AREA CODE—A unique 3-digit code used for *routing* and billing certain services provided by the *North American Network* or a *special service network*, ie, TWX. A *special numbering plan area code* is the first three digits of a *destination code* in the N 0/1 0 series. Examples of specific *Special NPA Codes* are: 800 (800 service), 900 (mass calling), 510 (TWX), etc.

SPECIAL OPERATOR SERVICE CODE—A 4- or 5-digit code used by an operator to reach another operator to satisfy various customer requests. These are Bell System Standard codes in the 11XX(X) series for such services as conference, call back, coin refund, and mobile and marine.

SPECIAL OPERATOR SERVICES TRAFFIC (SOST)—*Traffic*, requiring operator assistance, that cannot be handled at a traffic service position system (TSPS). This *traffic* is transferred by the TSPS op-

erator to a cord switchboard operator. Examples of *SOST* are:

- Conference Calls
- Mobile Calls
- Marine Calls
- Coin Refund Operator Calls.

SPECIAL PURPOSE NETWORK—A *subset* of the *message network* that provides a unique service such as weather, time, lottery results, etc, to the general public. *Special purpose networks* may be totally or partially segregated from other *networks*. These *networks* may also be identified by the name of the service provided, ie, weather *network*, voice storage *network*, etc.

SPECIAL SERVICE NETWORK—A *network*, not part of the *message network*, which provides special services to one or more specific customers. Traffic engineering guidelines for *special service networks* are not provided in the 780-40Y-ZZZ series of Bell System Practices.

SPECIAL SERVICE TRUNK—A *trunk* that is provided for one or more specific customers as a result of negotiations. Typically it is between two *customer switching systems*, between a *customer switching system* and a *Telco switching system*, or between two centrex COs in different *end offices*.

SPECIAL TRUNK GROUP—A *trunk group* that would normally be high-usage but that has been sized as a *grade-of-service trunk group* since it meets recommended engineering criteria. The word "special" may be used as a descriptor for *final trunk groups* and *only-route trunk groups*. *Special trunk groups* were formerly called *expedient trunk groups*. Note: *Special trunk groups* at one time were also referred to with the now withdrawn terms "*full group trunk group*" and "*direct final trunk group*". See Fig. 4 "Traffic Class for Trunk Groups" for further information on identification and classification of *special trunk groups*.

STATISTICAL EQUILIBRIUM—A state of *traffic* in which, over any considerable length of time, the *call arrivals* and *departures* are essentially equal. *Traffic* that is in *statistical equilibrium* has an average value of some measure of its level (such as the number of *attempts* arriving in a specified time interval) that does not change with time.

STEADY LOAD—The *load* that results from a *source load* with a constant average value. A *steady load*

is in *statistical equilibrium*. (See: *Unsteady Load*.)

STORED-PROGRAM CONTROLLED (SPC) NETWORK—

The part of the *North American Network* that includes all *switching systems* equipped for stored program controlled operation and their interconnecting *trunk groups* and *CCIS signaling link groups*. The *stored program controlled network* provides features not available in those parts of the *North American Network* not equipped for stored program controlled operation. The *stored program controlled network* is identical with the *CCIS Network*.

STUDY PERIOD—One or more *study weeks* for which data are collected and averaged. Normally, a *study period* consists of four consecutive *study weeks*.

STUDY WEEK—A calendar week during which data are collected and averaged for scheduled hours and days.

SUBSET—A set, each of whose elements is an element of an inclusive set. A *subset* normally contains fewer elements than the inclusive set.

SUPERVISION—*Signaling* that indicates the status of a *call* or the readiness of an item of equipment to respond to an *attempt* or release a connection.

SWITCHBOARD ACCESS TRUNK GROUPS—A category of *trunk groups* that originate at *end offices* and terminate at *cord switchboards*. (See Fig. 3.)

SWITCHBOARD COMPLETING TRUNK GROUPS—A category of *trunk groups* that originate at *cord switchboards* and terminate at *end offices*. (See Fig. 3.)

SWITCHED TRAFFIC—*Traffic* that is routed through a *tandem*. This term normally excludes *traffic* switched solely at *end offices*.

SWITCHED-OVERFLOW FINAL TRUNK GROUP—A *final trunk group* that receives *switched-overflow traffic* may receive *first-route traffic*, but cannot receive *route-advanced overflow traffic*.

SWITCHED-OVERFLOW NETWORK CLUSTER—A *network cluster* consisting of a *switched-overflow final trunk group* (usually a 1-way *trunk group*

to an *end office*) and all *high-usage trunk groups* in the cluster that offer *switched-overflow traffic* to it.

SWITCHED-OVERFLOW TRAFFIC—*Traffic* that has been *route-advanced* at a preceding *switching system*.

SWITCHING AREA—This term is withdrawn from use.

SWITCHING ENTITY—This term is withdrawn from use.

SWITCHING FUNCTION—A numeric designation used to identify, separately, portions of a switching system's *load* according to the *office class* and *homing arrangements* of its subtending *switching systems*. For example, a *regional center* also acts as a *sectional center (switching function 2)* for the *primary centers* homing directly on it. This switching function 2 *load* does not include any *load* to or from the class 2 offices homed on the *regional center*. *Switching functions* and their relationship to outstanding *switching systems* are shown for all *office classes* in Fig. 2.

SWITCHING MACHINE—This term is withdrawn from use. (See: *Switching System*.)

SWITCHING NETWORK—This term is withdrawn from use.

SWITCHING RANK—This term is withdrawn from use. (See: *Office Class*.)

SWITCHING SYSTEM—An assembly of equipment arranged for establishing connections between lines and/or *trunks*. *Switching systems* may employ either direct response connections or operate in a store-and-forward mode. (See: *Telco Switching System, Customer Switching System*.)

SWITCHING TRIBUTARY—This term is withdrawn from use.

SWITCHING UNIT—This term is withdrawn from use.

SYMMETRICAL NETWORK—A *nonhierarchical network* consisting of *trunk groups* interconnecting *switching systems* of the same *office class* and capable of *alternate routing* selected *traffic*. The entire *network* is engineered to an overall *blocking ratio* and economic criterion. Presently, only

some *special service networks* are provided in this symmetrical arrangement.

SYSTEMATIC VARIATION—A reasonably predictable variation, over time, of the average value of some measure of the *traffic*, such as the number of *attempts* arriving in a specific time interval. *Traffic* with *systematic variation* is still subject to random fluctuations that may occur within an hour but, more typically, occur from hour-to-hour within a day or for a specified hour from day-to-day, month-to-month, etc, (ie, *statistical equilibrium* does not exist).

T-ENGINEERED—This term is withdrawn from use.

TANDEM—A *switching system* in the *message network* that establishes trunk-to-trunk connections. *Tandems* are *office class* 1 through 4X and those that are part of the *North American Network* may be further identified as *regional centers, sectional points, etc.* *Tandem* and *end office* functions may be combined in a single *switching system*. (See: *High Volume Tandem, Principal NPA Tandem, Sector Tandem, Selective Routing Tandem, Single Tandem.*)

TANDEM ACCESS TRUNK GROUPS—A category of *trunk groups* that originate at *end offices* and terminate at *tandems*. (See Fig. 3.)

TANDEM COMPLETING TRUNK GROUPS—A category of *trunk groups* that originate at *tandems* and terminate at *end offices*. (See Fig. 3.)

TANDEM CONNECTING TRUNK GROUPS—A category of *trunk groups* that interconnect *end offices* with *tandems*. (See Fig. 3.)

TANDEM ORIGINATING TRUNK GROUP—This term is withdrawn from use. (See: *End Office to Tandem Trunk Group.*)

TANDEM TO ANNOUNCEMENT SYSTEM TRUNK GROUP—(See Fig. 3.)

TANDEM TO CORD SWITCHBOARD TRUNK GROUP—(See Fig. 3.)

TANDEM TO DESK TRUNK GROUP—(See Fig. 3.)

TANDEM TO END OFFICE TRUNK GROUP—(See Fig. 3.)

TANDEM TO TANDEM TRUNK GROUP—(See Fig. 3.)

TANDEM TO TRUNK CONCENTRATOR TRUNK GROUP—(See Fig. 3.)

TANDEM—END OFFICE 2-WAY TRUNK GROUP—(See: *End Office—Tandem 2-Way Trunk Group.*)

TANDEM—TANDEM 2-WAY TRUNK GROUP—(See Fig. 3.)

TANDEM/SWITCHBOARD—END OFFICE 2-WAY TRUNK GROUP—(See: *End Office—Tandem / Switchboard 2-Way Trunk Group.*)

TANDEM/SWITCHBOARD—TANDEM/SWITCHBOARD 2-WAY TRUNK GROUP—(See Fig. 3.)

TANDEM/SWITCHBOARD—TANDEM 2-WAY TRUNK GROUP—(See Fig. 3.)

TANDEM/SWITCHBOARD TO END OFFICE TRUNK GROUP—(See Fig. 3.)

TANDEM/SWITCHBOARD TO TANDEM TRUNK GROUP—(See Fig. 3.)

TELCO SWITCHING SYSTEM—A *switching system* owned and maintained by one or more telephone companies as part of the *message network*. Types of *switching systems* in this category include:

- End Offices
- Tandems
- Cord Switchboards
- Position Systems
- Trunk Concentrators.

TERMINAL OFFICE—This term is withdrawn from use.

TERMINATING SECTOR TANDEM—A *sector tandem* that switches *traffic* TO a *sector* in a *metropolitan network* FROM all other *end offices* in that *network*. *Terminating sector tandems* are never part of the *North American Network*.

THIRD-LADDER ROUTING—*Routing* from one ladder to another via a third ladder in violation of the *2-ladder limit rule*.

TIME TRUNK GROUP—A *trunk group* that permits customers to obtain time-of-day information. Typical applications commonly employ the following types of *trunk groups*:

- End Office to Announcement System
- Tandem to Announcement System.

The **traffic use code** per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is TI.

TIME-CONSISTENT BUSY HOUR—The identical hour each day during which, over a number of days, the highest average **traffic** is measured.

TIME-CONSISTENT LOAD-SET—A **load-set** in which all **loads** are for the same 60-minute interval.

TOLL ACCESS (MACHINE) TRUNK GROUPS—This term is withdrawn from use. (See: **Tandem Access Trunk Groups**.)

TOLL ACCESS (OPERATOR) TRUNK GROUPS—This term is withdrawn from use. (See: **Switchboard Access Trunk Groups**.)

TOLL CENTER—Specifically, a class 4 **tandem** in the **North American Network** with an associated inward operator function. Generically, the term also includes **regional centers**, **sectional centers**, and **primary centers**. (See: **Toll Center Area**.)

TOLL CENTER AREA—A defined geographic area composed of all the **exchange areas** served by **end offices** that have their incoming **switching function** for the **North American Network** provided at a particular **toll center**. In larger metropolitan areas, a **toll center area** may have more than one **tandem** serving its **switching function** 4 requirements.

TOLL COMPLETING AND TOLL SWITCHING COMBINED TRUNK GROUP—This term is withdrawn from use. (See: **Tandem/Switchboard to End Office Trunk Group**.)

TOLL COMPLETING TRUNK GROUPS—This term is withdrawn from use. (See: **Switchboard Completing Trunk Groups**, **Tandem Completing Trunk Groups**.)

TOLL CONNECTING TRUNK GROUPS—This term is withdrawn from use. (See: **Tandem Connecting Trunk Groups**.)

TOLL MESSAGE NETWORK—This term is withdrawn from use. (See: **Message Network**.)

TOLL NETWORK—This term is withdrawn from use. (See: **Message Network**.)

TOLL POINT—A class 4 **tandem** or class 4 **cord switchboard** performing only outward functions in

the **North American Network**. No inward operator function is performed at a **toll point**.

TOLL SWITCHER—This term is withdrawn from use. (See: **Switching System**, **End Office**, **Tandem**.)

TOLL SWITCHING SYSTEM—This term is withdrawn from use. (See: **Tandem**.)

TOLL SWITCHING TRUNK GROUP—This term is withdrawn from use. (See: **Cord Switchboard to End Office Trunk Group**.)

TOLL TANDEM—This term is withdrawn from use.

TOLL TANDEM TRUNK GROUP—This term is withdrawn from use. (See: **Cord Switchboard to Tandem Trunk Groups**.)

TOLL TRAFFIC—**Traffic** that is classified as “toll” in the tariff on file with the appropriate regulatory body. This term includes all **traffic** for destinations beyond the **local service area** and **extended service area**. Trunk forecasting and servicing procedures are independent of the local/toll classification of **traffic**. (See: **Local Traffic**.)

TRAFFIC—A flow of **attempts**, **calls**, and **messages**.

TRAFFIC CHARACTERISTIC—A basic customer or network induced property of **traffic** that influences a load-service relationship. **Peaked traffic**, **Poisson traffic**, and **smooth traffic** are examples of **traffic characteristics**.

TRAFFIC CLASS—A categorization of **trunk groups** for engineering purposes that identifies the type of group and whether or not the group has an **alternate route**. (See Fig. 4.)

TRAFFIC ITEM—**Traffic** between two defined areas for all or selected categories of **traffic**. Some examples are **NXX to NXX**, **NXX to toll center area**, **NXX to NXX noncoin**, **NXX to toll center area WATS**, etc.

TRAFFIC ITEM ALTERNATE ROUTE—The end-to-end **alternate route** for a **traffic item**. Frequently, a **traffic item alternate route** and a **trunk group alternate route** are identical. However in **multi-stage networks**, the second or subsequent leg of the **traffic item alternate route** may not be in-

cluded in the *trunk group alternate route*. Recognition of *traffic item alternate routes* is necessary to the proper allocation of switched-overflow *loads*.

TRAFFIC ITEM BASE LOAD—The *base load* for a *traffic item*. It may be used directly as a *base load* or may be combined with other *traffic item base loads* for projection. A *traffic item base load* may be a *trunk group base load*.

TRAFFIC ITEM BASE METHOD—The process of determining *base loads* in which *point-to-point data* are the primary source for deriving *base load* estimates. *Trunk group data* are often used to facilitate *data reduction* by identifying *busy hours*, *busy seasons*, and *traffic characteristics* not readily attainable from *point-to-point data*.

TRAFFIC PARCEL—This term is withdrawn from use. (See: *Traffic Item*.)

TRAFFIC STREAM—A *subset* of the *traffic* on a group of *servers* identified by its unique *peakedness* and *day-to-day variation*.

TRAFFIC THEORY—The probability theory that, for particular *traffic characteristics*, permits prediction of load-service relationships.

TRAFFIC USE CODE—A Bell System Standard two character alpha code designating the type of *traffic* offered to a *trunk group*. *Traffic Use Codes* are listed and defined in Section 795-400-100 (Common Language Circuit Identification—Message Trunks).

TRANSLATION—The interpretation by a *switching system* of all or part of a *destination code* to determine the *routing* of a *call*.

TRAP CIRCUIT—This term is withdrawn from use.

TRIANGULAR ALTERNATE ROUTING—The *routing* of *overflow traffic* from each end of a 2-way *high-usage trunk group* to the same *tandem*. This term also applies if two 1-way *high-usage trunk groups* are used in place of the 2-way *high-usage trunk group*.

TRIBUTARY—Within a *toll center area*, an *exchange area* other than the one in which the toll center *tandem*, or toll point *tandem*, is located.

TRUE AVERAGE CARRIED LOAD—This term is withdrawn from use. (See: *Average Load*.)

TRUE AVERAGE OFFERED LOAD—This term is withdrawn from use. (See: *Average Load*.)

TRUE AVERAGE OVERFLOW LOAD—This term is withdrawn from use. (See: *Average Load*.)

TRUE OFFERED LOAD—This term is withdrawn from use. (See: *Offered Load*.)

TRUNK—In a *network*, a communication path connecting two *switching systems* used in the establishment of an end-to-end connection. In selected applications, it may have both of its terminations in the same *switching system*. (See: *Message Trunk*, *Special Service Trunk*.)

TRUNK BASE—(See: *Trunk Group Base Method*.)

TRUNK CONCENTRATOR—A switching device that concentrates the *traffic* from two or more *trunk groups* on to one *trunk group* with a lesser number of *trunks*.

TRUNK CONCENTRATOR TO ANNOUNCEMENT SYSTEM TRUNK GROUP—(See Fig. 3.)

TRUNK CONCENTRATOR TO CORD SWITCHBOARD TRUNK GROUP—(See Fig. 3.)

TRUNK CONCENTRATOR TO DESK TRUNK GROUP—(See Fig. 3.)

TRUNK GROUP—A set of *trunks*, traffic engineered as a unit for the establishment of connections within or between *Telco switching systems* in which all of the paths are interchangeable except where subgrouped. *Trunk groups* are generally a part of the *message network* but may also be associated with *special service networks*. (See: *Trunk Subgroup*.)

TRUNK GROUP ALTERNATE ROUTE—The *alternate route* for a *high-usage trunk group*. A *trunk group alternate route* consists of all the *trunk groups* in tandem that lead to the distant terminal of the *high-usage trunk group*. Where multiple *traffic items* are offered to the *alternate route*, specific *traffic items* may have *alternate routes* in which the second or subsequent leg is different from the second leg of the *trunk group alternate route*.

TRUNK GROUP BASE LOAD—The *base load* for a *trunk group*. It may be projected directly or may

require subdivision prior to projection. A *trunk group base load* may be a *traffic item base load*.

TRUNK GROUP BASE METHOD—The process of determining *base loads* in which trunk group *measurements* are the primary source for deriving *base load* estimates. Whenever a new trunk group candidate or *route-transfer* is planned between the *base period* and any forecast period, *trunk group base loads* are subdivided into *traffic item base loads* by use of *point-to-point data*.

TRUNK GROUP DATA—*Measurements* of the *traffic, load*, or degree of congestion for a *trunk group*.

TRUNK OCCUPANCY—The percentage of time (normally an hour) that *trunks* are in use. *Trunk occupancy* may also be expressed as the carried *CCS* per trunk.

TRUNK SUBGROUP—A *subset* of a *trunk group* in which all the paths are interchangeable. A *trunk subgroup* is not traffic engineered as a unit but as part of a *trunk group*. *Trunk subgroups* are provided for reasons of economy, service protection, equipment limitation, etc.

TRUNKING DATA—All of the data that measure the trunking *network*. These data include both *trunk group data* and *point-to-point data*. (See: *Trunk Group Data, Point-to-Point Data*).

TRUNKING EFFICIENCY RATIO—The ratio of the measured to the engineered *trunk occupancy*. *Trunking efficiency ratios* may be computed for *trunk groups, networks*, total companies, etc.

TRUNKING ENTITY—Any part of a *switching system* or combination of *switching systems* to or from which *trunk groups* can be established.

TRUNKS-IN-SERVICE—The number of *trunks* in a group in use or available to carry *calls*. *Trunks-in-service* equals *trunks-intended* minus the *trunks* made busy for any reason.

TRUNKS-INTENDED—The number of *trunks* recorded as being connected in a *trunk group*. It includes *trunks* that for some reason are not in service.

TRUNKS-PLANNED—The number of *trunks* to be provided in a particular construction program period.

TRUNKS-PRESET—The number of *trunks-required* for a *control hour*.

TRUNKS-REQUIRED—The number of *trunks* that result from interpreting a given *offered load* against a specified service or economic criterion.

TSP UNIT TO TSP POSITION TRUNK GROUP—This term is withdrawn from use.

UNSTEADY LOAD—A *load* that results from a *source load* with an average value that varies with time. An *unsteady load* has *systematic variation* and is not in *statistical equilibrium*. (See: *Steady Load*.)

USAGE (U)—A *measurement* of the *load* carried by a *server* or group of *servers*, usually expressed in *CCS*. *Usage* may also be expressed in *erlangs*.

VACANT CODE—A nonworking (unassigned) *NPA code* or *NXX code*.

VACANT CODE TRUNK GROUP—A *trunk group* provided to permit operator notification to a customer that a *vacant code (NPA or NXX)* was dialed. A typical application commonly employs the following type of *trunk group*:

Tandem to Desk.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is VC.

VARIABLE CIRCUIT DIVISION—This term is withdrawn from use.

VARIANCE-TO-MEAN RATIO—In traffic engineering, the statistical measure of the degree of peakedness or smoothness of *traffic*. (See: *Peaked Traffic, Poisson Traffic, Smooth Traffic*.)

VERIFICATION TRUNK GROUP—A *trunk group* used by operators to verify subscriber line conditions such as busy, out-of-order, etc. *Verification trunk groups* are also used to interrupt conversations, when required, in connection with an emergency. Typical applications commonly employ the following types of *trunk groups*:

Cord Switchboard to Tandem
Intertandem
Tandem to End Office.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is VR.

VOICE STORAGE TRUNK GROUP—A *trunk group* that provides access to a voice storage *announcement system*. Access may be from a voice storage customer (1) to store a *message*, (2) to retrieve *messages* left by callers, (3) to restore the line to normal by removing the stored *message*; or by callers (1) to receive the stored *message*, (2) to leave a *message* in response. A typical application commonly employs the following type of *trunk group*:

End Office to Announcement System.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is VS.

WEATHER TRUNK GROUP—A *trunk group* used to provide customers with weather information. Typical applications commonly employ the following types of *trunk groups*:

End Office to Announcement System
Tandem to Announcement System.

The *traffic use code* per the defined term in Common Language Circuit Identification—Message Trunks, Section 795-400-100, is WE.

WEIGHTED BLOCKING RATIO—A *blocking ratio* developed by combining the *blocking ratios* for two or more hours from different days by weighting each hour by the total attempts for that hour.

ZONE REGISTRATION—An equipment arrangement for the recording of single and *multimessage unit* billing information. This recording arrangement permits only bulk-billing while AMA recording permits either bulk or detailed billing.

1-LEVEL LIMIT RULE—The constraint requiring that a *trunk group* between *routing ladders* initially be justified only by those *traffic items* for which the *switching functions* performed at the two ends of the group do not differ by more than one.

2-LADDER LIMIT RULE—The constraint requiring that a *call route* only via the *routing ladders* of its origin and destination. (See: *Third-Ladder Routing*.)

OFFICE CLASS (HIGHEST SWITCHING FUNCTION)	SYMBOL (NOTE)	LEVEL OF SWITCHING	ADDITIONAL SWITCHING FUNCTIONS THAT MAY BE PERFORMED
5	●	First level of switching for lines. An end office serving lines.	-
4X	⊗	An intermediate level of switching between class 5 and class 4 switching systems.	5
4	⊖	Second level of switching. A tandem serving one or more end offices.	5
3	○	Third level of switching. A tandem serving one or more class 4 tandems.	4,5
2	△	Fourth level of switching. A tandem serving one or more class 3 tandems.	3,4
1	□	Fifth level of switching. A tandem serving one or more class 2 tandems.	2,3,4

Switching systems performing multiple functions are depicted by overlaying symbols, ie,



NOTE: Symbols for class 1 through 4 tandems without an associated inward operator function are denoted by the addition of a vertical line in the symbol, ie, ⊕

Fig. 1—Office Class—Switching Function Table

SWITCHING SYSTEM OFFICE CLASS	POSSIBLE SWITCHING FUNCTIONS	OTHER SWITCHING SYSTEMS THAT ARE IN THE SWITCHING FUNCTION AREA
5	5	None
4X	4X	All subtending switching systems
	5	None
4	4	All subtending switching systems
	5	None
3	3	All subtending switching systems
	4	Those class 5 switching systems that home DIRECTLY on the office class 3 switching system
	5	None
2	2	All subtending switching systems
	3	Those class 4 or 5 switching systems (and their subtending switching systems) that home DIRECTLY on the office class 2 switching system
	4	Those class 5 switching systems that home DIRECTLY on the office class 2 switching system
1	1	All subtending switching systems
	2	Those class 3, 4 or 5 switching systems (and their subtending switching systems) that home DIRECTLY on the office class 1 switching system
	3	Those class 4 or 5 switching systems (and their subtending switching systems) that home DIRECTLY on the office class 1 switching system
	4	Those class 5 switching systems that home DIRECTLY on the office class 1 switching system

Fig. 2—Switching Function—Office Class Table

GLOSSARY CONNECTIVITY TERMS		COMMONLY USED TRAFFIC USE CODES (NOTE 1)	
CONNECTIVITY CATEGORY	CONNECTIVITY SUBCATEGORY	TOLL/MIXED	LOCAL
Inter-end Office	End Office to End Office	TE	IE, IM, ES
	End Office—End Office 2-Way (Note 2)	TE	IE
Intra-end Office	Intra-end Office	IA, JT	IA, JT
Intertandem	Tandem to Tandem	IT, OS	MT
	Tandem—Tandem 2-Way (Note 2)	IT, OS	MT
	Tandem/Switchboard to Tandem	IT, OS	
	Tandem/Switchboard—Tandem 2-Way (Note 2)	IT, OS	
	Tandem/Switchboard—Tandem/Switchboard 2-Way (Note 2)	IT, OS	
Intratandem	Intratandem	LA	
Tandem Connecting	Tandem Access		
	End Office to Tandem	CA, DD, SP	TO
	Cord Switchboard to Tandem	TT, OJ	TT
	Position System to Tandem	TT	
	Tandem Completing		
	Tandem to End Office	TC	TG
	Tandem/Switchboard to End Office	TM	
End Office—Tandem 2-Way (Note 2)	DT	OG	
End Office—Tandem/Switchboard 2-Way (Note 2)	OO		
Operator Connecting	Switchboard Access		
	End Office to Cord Switchboard	RC	
	Tandem to Cord Switchboard	LW, OA	
	Trunk Concentrator to Cord Switchboard	RC	
	Switchboard Completing		
Cord Switchboard to End Office	TS		
End Office—Cord Switchboard 2-Way (Note 2)	OO		
Auxiliary and Administrative	End Office to Desk	Note 3	
	End Office to Trunk Concentrator	Notes 3 & 4	
	End Office to Announcement System	Note 3	
	Tandem to Desk	Note 3	
	Tandem to Trunk Concentrator	Notes 3 & 4	
	Tandem to Announcement System	Note 3	
	Cord Switchboard to Cord Switchboard	Note 3	
	Intra-cord Switchboard	Note 3	
	Desk to End Office	Note 3	
	Desk to Tandem	Note 3	
	Trunk Concentrator to Desk	Notes 3 & 4	
Trunk Concentrator to Announcement System	Notes 3 & 4		

Notes:

1. This listing relates each glossary connectivity subcategory with the commonly associated Traffic Use Code as included in Section 795-400-100. These codes are identified as being applicable to toll traffic or local traffic (or both toll and local traffic as "mixed") as these terms are defined in the glossary.
2. Terms for 2-way trunk groups may also be used in the reverse order, ie, Tandem—End Office 2-way for End Office—Tandem 2-way.
3. Auxiliary and administrative traffic use codes are applicable in a variety of connectivity categories and accordingly are excluded from this chart.
4. Trunk groups to and from trunk concentrators may also exist in other categories.

Fig. 3—Trunk Group Connectivity Chart

SECTION 780-400-305

GLOSSARY IDENTIFICATION	TRAFFIC CLASS CODE (SECTION 795-400-100)	TRAFFIC OFFERED TO THIS CLASS OF TRUNK GROUP		
		FIRST ROUTE	OVERFLOW RA	SW
GRADE OF SERVICE TRUNK GROUPS				
Only-Route	DF	Y	N	N
Special Only-Route	DF	Y	N	N
Expedient Only-Route (Note 1)	FG	Y	N	N
Route-Advanced Final	AF	M	Y	N
Special Route-Advanced Final	AF	M	Y	N
Expedient Route-Advanced Final (Note 1)	FG	M	Y	N
Switched-Overflow Final	AF	M	N	Y
Special Switched-Overflow Final	AF	M	N	Y
Expedient Switched-Overflow Final (Note 1)	FG	M	N	Y
Combined-Overflow Final	AF	M	Y	Y
Special Combined-Overflow Final	AF	M	Y	Y
Expedient Combined-Overflow Final (Note 1)	FG	M	Y	Y
HIGH-USAGE TRUNK GROUPS				
Primary High-Usage	PH	Y	N	N
Expedient Primary High-Usage (Note 1)	PH	Y	N	N
Intermediate High-Usage (Note 2)	IH	M	Y	M
Expedient Intermediate High-Usage (Notes 1 & 2)	IH	M	Y	M
Parallel Protective High-Usage	IF	Y	N	M
LEGEND				
RA	Route Advanced			
SW	Switched			
Y	Yes			
N	No			
M	May be offered			

Notes:

1. The term "Expedient" is appended to any type of trunk group when it is engineered or administered as a grade-of-service trunk group or a high-usage trunk group in violation of any recommended engineering criteria.
2. Intermediate high-usage trunk groups are normally offered route-advanced overflow traffic and may also be offered first-route and/or switched-overflow traffic.

Fig. 4—Traffic Class for Trunk Groups

<u>ABBREVIATION</u>	<u>TERM</u>
ABD	Average Business Day
ACD	Automatic Call Distributor
ATB	All Trunks Busy
BYE	Base Year End
CAMA	Centralized Automatic Message Accounting
CCIS	Common Channel Interoffice Signaling
CCS	Hundred Call Seconds
DNHR	Dynamic Nonhierarchical Routing
EAS	Extended Area Service
ECCS	Economic CCS
GBH	Group Busy Hour
ICCS	Incremental Hundred Call Seconds
LAMA	Local Automatic Message Accounting
LSA	Local Service Area
LSP	Load Set Period
LTB	Last Trunk Busy
LTCCS	Last Trunk Hundred Call Second
MMU	Multimessage Unit
NC	No Circuit
NPA	Numbering Plan Area
O	Overflow
OBH	Office Busy Hour
PC	Peg Count
SOST	Special Operator Services Traffic
SPA	Sequential Protection Algorithm
SPC	Stored Program Control
STP	Signal Transfer Point
U	Usage

Fig. 5—Abbreviations and Associated Terms

<u>TERM</u>	<u>ABBREVIATION</u>
All Trunks Busy	ATB
Automatic Call Distributor	ACD
Average Business Day	ABD
Base Year End	BYE
Centralized Automatic Message Accounting	CAMA
Common Channel Interoffice Signaling	CCIS
Dynamic Nonhierarchical Routing	DNHR
Economic CCS	ECCS
Extended Area Service	EAS
Group Busy Hour	GBH
Hundred Call Seconds	CCS
Incremental Hundred Call Seconds	ICCS
Last Trunk Busy	LTB
Last Trunk Hundred Call Seconds	LTCCS
Load Set Period	LSP
Local Automatic Message Accounting	LAMA
Local Service Area	LSA
Multimessage Unit	MMU
No Circuit	NC
Numbering Plan Area	NPA
Office Busy Hour	OBH
Overflow	O
Peg Count	PC
Special Operator Services Traffic	SOST
Sequential Projection Algorithm	SPA
Signal Transfer Point	STP
Stored Program Control	SPC
Usage	U

Fig. 6—Associated Terms and Abbreviations

3. PERMUTED INDEX OF TERMS

TERM	REFER TO
1	
1-LEVEL LIMIT RULE	SEE PAGE 27
2	
2-LADDER LIMIT RULE	SEE PAGE 27
CORD SWITCHBOARD/TANDEM- END OFFICE	2-WAY TRUNK GROUP
END OFFICE- CORD SWITCHBOARD	2-WAY TRUNK GROUP
END OFFICE- TANDEM	2-WAY TRUNK GROUP
END OFFICE- TANDEM/SWITCHBOARD	2-WAY TRUNK GROUP
END OFFICE- END OFFICE	2-WAY TRUNK GROUP
TANDEM- END OFFICE	2-WAY TRUNK GROUP
TANDEM-TANDEM	2-WAY TRUNK GROUP
TANDEM/SWITCHBOARD- END OFFICE	2-WAY TRUNK GROUP
TANDEM/SWITCHBOARD- TANDEM	2-WAY TRUNK GROUP
TANDEM/SWITCHBOARD-TANDEM/SWITCHBOARD	2-WAY TRUNK GROUP
CORD SWITCHBOARD- END OFFICE	2-WAY TRUNK GROUP
A	
ABANDONED ATTEMPT	SEE PAGE 5
ABANDONED CALL	SEE PAGE 5
ABD	SEE PAGE 5
FULL ACCESS	SEE PAGE 11
LIMITED ACCESS	SEE PAGE 13
SWITCHBOARD ACCESS TRUNK GROUPS	SEE PAGE 22
TANDEM ACCESS TRUNK GROUPS	SEE PAGE 23
TOLL ACCESS (MACHINE) TRUNK GROUPS	SEE PAGE 24
TOLL ACCESS (OPERATOR) TRUNK GROUPS	SEE PAGE 24
CENTRALIZED AUTOMATIC MESSAGE ACCOUNTING (CAMA)	SEE PAGE 7
LOCAL AUTOMATIC MESSAGE ACCOUNTING (LAMA)	SEE PAGE 13
ACF	SEE PAGE 5
ADMINISTRATIVE TRUNK GROUPS	SEE PAGE 5
ROUTE ADVANCE	SEE PAGE 19
SEQUENTIAL PROJECTION ALGORITHM (SPA)	SEE PAGE 20
ALL TRUNKS BUSY (ATB)	SEE PAGE 5
ALTERNATE ROUTE	SEE PAGE 5
TRAFFIC ITEM ALTERNATE ROUTE	SEE PAGE 24
TRUNK GROUP ALTERNATE ROUTE	SEE PAGE 25
ALTERNATE ROUTE FINAL TRUNK GROUP	SEE PAGE 5
ALTERNATE ROUTE NETWORK	SEE PAGE 5
DIRECTIONAL ALTERNATE ROUTING	SEE PAGE 9
TRIANGULAR ALTERNATE ROUTING	SEE PAGE 25
DOUBLE TANDEM MULTISTAGE ALTERNATE ROUTE NETWORK	SEE PAGE 9
ANNOUNCEMENT SYSTEM	SEE PAGE 5
END OFFICE TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
TANDEM TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
ANNOUNCEMENT TRUNK GROUP	SEE PAGE 5
PUBLIC ANNOUNCEMENT TRUNK GROUP	SEE PAGE 18
TRUNK CONCENTRATOR TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
DON'T ANSWER	SEE PAGE 9
EXCHANGE AREA	SEE PAGE 10
SWITCHING AREA	WITHDRAWN
TOLL CENTER AREA	SEE PAGE 24
SPECIAL NUMBERING PLAN AREA CODE	SEE PAGE 21
EXTENDED AREA SERVICE (EAS)	SEE PAGE 11
LOCAL SERVICE AREA (LSA)	SEE PAGE 13
NUMBERING PLAN AREA (NPA)	SEE PAGE 16
HOMING ARRANGEMENT	SEE PAGE 11
NETWORK ASSEMBLY	SEE PAGE 15
DIRECTORY ASSISTANCE TRUNK GROUP	SEE PAGE 9
OPERATOR ASSISTANCE TRUNK GROUP	SEE PAGE 16
ATB	SEE PAGE 5

TERM	REFER TO	
	ATTEMPT	SEE PAGE 5
ABANDONED	ATTEMPT	SEE PAGE 5
BLOCKED	ATTEMPT	SEE PAGE 6
	AUGMENTED HIGH-USAGE TRUNK GROUP	WITHDRAWN
	AUTOMATIC CALL DISTRIBUTOR (ACD)	SEE PAGE 5
CENTRALIZED	AUTOMATIC MESSAGE ACCOUNTING (CAMA)	SEE PAGE 7
LOCAL	AUTOMATIC MESSAGE ACCOUNTING (LAMA)	SEE PAGE 13
	AUXILIARY SERVICE TRUNK GROUPS	SEE PAGE 5
	AVERAGE BUSINESS DAY (ABD)	SEE PAGE 5
TRUE	AVERAGE CARRIED LOAD	SEE PAGE 25
	AVERAGE LOAD	SEE PAGE 6
TRUE	AVERAGE OFFERED LOAD	SEE PAGE 25
TRUE	AVERAGE OVERFLOW LOAD	SEE PAGE 25
B		
TRUNK	BASE	SEE PAGE 25
	BASE LOAD	SEE PAGE 6
TRAFFIC ITEM	BASE LOAD	SEE PAGE 25
TRUNK GROUP	BASE LOAD	SEE PAGE 25
TRAFFIC ITEM	BASE METHOD	SEE PAGE 25
TRUNK GROUP	BASE METHOD	SEE PAGE 26
	BASE PERIOD	SEE PAGE 6
	BASE YEAR	SEE PAGE 6
	BASE YEAR END (BYE)	SEE PAGE 6
	BLOCKED ATTEMPT	SEE PAGE 6
	BLOCKING OBJECTIVE	SEE PAGE 6
	BLOCKING RATIO	SEE PAGE 6
NONWEIGHTED	BLOCKING RATIO	SEE PAGE 15
WEIGHTED	BLOCKING RATIO	SEE PAGE 27
	BOUNCING BUSY HOUR	SEE PAGE 6
AVERAGE	BUSINESS DAY (ABD)	SEE PAGE 5
	BUSY	SEE PAGE 6
	BUSY HOUR	SEE PAGE 6
BOUNCING	BUSY HOUR	SEE PAGE 6
FLOATING	BUSY HOUR	SEE PAGE 11
HOMING	BUSY HOUR	SEE PAGE 11
MAXIMUM	BUSY HOUR	WITHDRAWN
NETWORK CLUSTER	BUSY HOUR	SEE PAGE 15
NETWORK	BUSY HOUR	SEE PAGE 15
PROBLEM	BUSY HOUR	SEE PAGE 18
SELECTED	BUSY HOUR	SEE PAGE 20
SERVICE	BUSY HOUR	SEE PAGE 20
TIME-CONSISTENT	BUSY HOUR	SEE PAGE 24
GROUP	BUSY HOUR (GBH)	SEE PAGE 11
OFFICE	BUSY HOUR (OBH)	SEE PAGE 16
	BUSY SEASON	SEE PAGE 6
COMPONENT	BUSY SEASON	SEE PAGE 8
ALL TRUNKS	BUSY (ATB)	SEE PAGE 5
LAST TRUNK	BUSY (LTB)	SEE PAGE 13
	BYE	SEE PAGE 6
	BYPASS TRUNK GROUP	SEE PAGE 6
C		
	CALL	SEE PAGE 6
ABANDONED	CALL	SEE PAGE 5
AUTOMATIC	CALL DISTRIBUTOR (ACD)	SEE PAGE 5
HUNDRED	CALL SECONDS (CCS)	SEE PAGE 11
	CALL-BACK TRUNK GROUP	SEE PAGE 6
	CAMA	SEE PAGE 7
	CAMA OFFICE TO CAMA OPERATOR DESK TRUNK GROUP	WITHDRAWN
CAMA OFFICE TO	CAMA OPERATOR DESK TRUNK GROUP	WITHDRAWN
	CARRIED LOAD	SEE PAGE 6
OBSERVED	CARRIED LOAD	SEE PAGE 16
SINGLE HOUR	CARRIED LOAD	SEE PAGE 20
TRUE AVERAGE	CARRIED LOAD	SEE PAGE 25
	CARRIED TRAFFIC	SEE PAGE 6
	CCIS	SEE PAGE 8
	CCIS GROUP	SEE PAGE 6

TERM	REFER TO	
	CCIS NETWORK	SEE PAGE 6
	CCIS SIGNALING LINK GROUP	SEE PAGE 7
	CCIS SIGNALING NETWORK	SEE PAGE 7
	CCIS TRUNK GROUP	SEE PAGE 7
	CCS	SEE PAGE 11
ECONOMIC	CCS (ECCS)	SEE PAGE 9
INCREMENTAL	CCS (ICCS)	SEE PAGE 12
LAST TRUNK	CCS (LTCCS)	SEE PAGE 13
PRIMARY	CENTER	SEE PAGE 18
RATE	CENTER	SEE PAGE 18
REGIONAL	CENTER	SEE PAGE 19
SECTIONAL	CENTER	SEE PAGE 20
TOLL	CENTER	SEE PAGE 24
TOLL	CENTER AREA	SEE PAGE 24
	CENTRAL OFFICE	SEE PAGE 7
CLASS 5 LOCAL	CENTRAL OFFICE	SEE PAGE 7
	CENTRALIZED AUTOMATIC MESSAGE ACCOUNTING (CAMA)	SEE PAGE 7
LAST-CHOICE ROUTE	CHAIN	SEE PAGE 13
COMMON	CHANNEL INTEROFFICE SIGNALING (CCIS)	SEE PAGE 8
TRAFFIC	CHARACTERISTIC	SEE PAGE 24
	CHOKED CODE ROUTING	SEE PAGE 7
	CHOKED NETWORK	SEE PAGE 7
	CIRCUIT	SEE PAGE 7
TRAP	CIRCUIT	WITHDRAWN
VARIABLE	CIRCUIT DIVISION	WITHDRAWN
NO	CIRCUIT (NC)	SEE PAGE 15
PRINCIPAL	CITY	SEE PAGE 18
OFFICE	CLASS	SEE PAGE 16
TRAFFIC	CLASS	SEE PAGE 24
LOCAL OFFICE	CLASS 5 ENTITY	SEE PAGE 13
	CLASS 5 LOCAL CENTRAL OFFICE	SEE PAGE 7
	CLASS OF SERVICE	SEE PAGE 7
COMBINED-OVERFLOW NETWORK	CLUSTER	SEE PAGE 8
NETWORK	CLUSTER	SEE PAGE 15
ROUTE-ADVANCED NETWORK	CLUSTER	SEE PAGE 19
SWITCHED-OVERFLOW NETWORK	CLUSTER	SEE PAGE 22
NETWORK	CLUSTER BUSY HOUR	SEE PAGE 15
DESTINATION	CODE	SEE PAGE 9
END OFFICE	CODE	SEE PAGE 10
NPA	CODE	SEE PAGE 16
NXX	CODE	SEE PAGE 16
OPERATOR SERVICE	CODE	SEE PAGE 16
SERVICE	CODE	SEE PAGE 20
SPECIAL NUMBERING PLAN AREA	CODE	SEE PAGE 21
SPECIAL OPERATOR SERVICE	CODE	SEE PAGE 21
TRAFFIC USE	CODE	SEE PAGE 25
VACANT	CODE	SEE PAGE 26
CHOKED	CODE ROUTING	SEE PAGE 7
VACANT	CODE TRUNK GROUP	SEE PAGE 26
SERVICE	CODE TRUNK GROUP	WITHDRAWN
	COIN SUPERVISORY TRUNK GROUP	SEE PAGE 7
	COIN ZONE TRUNK GROUP	SEE PAGE 7
	COMBINED SECTOR TANDEM	SEE PAGE 7
	COMBINED SECTOR TANDEM NETWORK	SEE PAGE 7
TOLL COMPLETING AND TOLL SWITCHING	COMBINED TRUNK GROUP	SEE PAGE 24
	COMBINED-OVERFLOW FINAL TRUNK GROUP	SEE PAGE 8
	COMBINED-OVERFLOW NETWORK CLUSTER	SEE PAGE 8
	COMBINED-OVERFLOW TRAFFIC	SEE PAGE 8
	COMMON CHANNEL INTEROFFICE SIGNALING (CCIS)	SEE PAGE 8
	COMMON FINAL TRUNK GROUP	SEE PAGE 8
RECORDING	COMPLETING TRUNK GROUP	SEE PAGE 19
SWITCHBOARD	COMPLETING TRUNK GROUPS	SEE PAGE 22
TANDEM	COMPLETING TRUNK GROUPS	SEE PAGE 23
TOLL	COMPLETING TRUNK GROUPS	SEE PAGE 24
	COMPONENT BUSY SEASON	SEE PAGE 8
ORDER OF GROUP LOAD	COMPUTATION	SEE PAGE 17
TRUNK	CONCENTRATOR	SEE PAGE 25
END OFFICE TO TRUNK	CONCENTRATOR TRUNK GROUP	SEE FIG. 3

	TERM	REFER TO	
	TANDEM TO TRUNK	CONCENTRATOR TRUNK GROUP	SEE FIG. 3
	TRUNK	CONCENTRATOR TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
	TRUNK	CONCENTRATOR TO CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
	TRUNK	CONCENTRATOR TO DESK TRUNK GROUP	SEE FIG. 3
	NETWORK	CONFIGURATION	SEE PAGE 15
	OPERATOR	CONNECTING TRUNK GROUPS	SEE PAGE 16
	TANDEM	CONNECTING TRUNK GROUPS	SEE PAGE 23
	TOLL	CONNECTING TRUNK GROUPS	SEE PAGE 24
		CONSTANT LOAD	SEE PAGE 8
		CONTROL HOUR	SEE PAGE 8
	NETWORK	CONTROL POINT	SEE PAGE 15
		CONTROL SWITCHING POINT	SEE PAGE 8
	STORED-PROGRAM	CONTROLLED (SPC) NETWORK	SEE PAGE 22
	DATA	CONVERSION	SEE PAGE 8
		CORD SWITCHBOARD	SEE PAGE 8
	END OFFICE-	CORD SWITCHBOARD 2-WAY TRUNK GROUP	SEE FIG. 3
	END OFFICE TO	CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
	TANDEM TO	CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
	TRUNK CONCENTRATOR TO	CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
		CORD SWITCHBOARD- END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 8
		CORD SWITCHBOARD/TANDEM- END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 8
		CORD SWITCHBOARD TO END OFFICE TRUNK GROUP	SEE FIG. 3
		CORD SWITCHBOARD TO TANDEM TRUNK GROUP	SEE FIG. 3
		CORD SWITCHBOARD TO CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
		CROSS-LOTS ROUTING	SEE PAGE 8
		CUSTOMER DIAL INSTRUCTION TRUNK GROUP	WITHDRAWN
		CUSTOMER RETRIAL	SEE PAGE 8
		CUSTOMER SWITCHING SYSTEM	SEE PAGE 8
	D		
	POINT-TO-POINT	DATA	SEE PAGE 17
	TRUNKING	DATA	SEE PAGE 26
	TRUNK GROUP	DATA	SEE PAGE 26
		DATA CONVERSION	SEE PAGE 8
		DATA EQUATING	SEE PAGE 8
		DATA REDUCTION	SEE PAGE 8
		DAY-TO-DAY VARIATION	SEE PAGE 8
	AVERAGE BUSINESS	DAY (ABD)	SEE PAGE 5
		DEDICATED NETWORK	SEE PAGE 9
		DELAY ENGINEERING	SEE PAGE 9
	PLANT	DEPARTMENT TRUNK GROUP	SEE PAGE 17
		DERIVED LOAD	SEE PAGE 9
		DESK	SEE PAGE 9
	CAMA OFFICE TO CAMA OPERATOR	DESK TRUNK GROUP	WITHDRAWN
	END OFFICE TO	DESK TRUNK GROUP	SEE FIG. 3
	TANDEM TO	DESK TRUNK GROUP	SEE FIG. 3
	TRUNK CONCENTRATOR TO	DESK TRUNK GROUP	SEE FIG. 3
		DESK TO END OFFICE TRUNK GROUP	SEE FIG. 3
		DESK TO TANDEM TRUNK GROUP	SEE FIG. 3
		DESTINATION CODE	SEE PAGE 9
	CUSTOMER	DIAL INSTRUCTION TRUNK GROUP	WITHDRAWN
	LOCAL	DIAL OFFICE	SEE PAGE 13
	DIRECT DISTANCE	DIALING NETWORK	WITHDRAWN
	DISTANCE	DIALING NETWORK	WITHDRAWN
	INTERNATIONAL DIRECT DISTANCE	DIALING NETWORK	SEE PAGE 12
	DIRECT SERVICES	DIALING TRAFFIC	SEE PAGE 9
		DIRECT DISTANCE DIALING NETWORK	WITHDRAWN
		DIRECT FINAL TRUNK GROUP	SEE PAGE 9
		DIRECT SERVICES DIALING TRAFFIC	SEE PAGE 9
	FULL	DIRECT TRUNK GROUP	SEE PAGE 11
		DIRECTIONAL ALTERNATE ROUTING	SEE PAGE 9
		DIRECTIONAL TANDEM	SEE PAGE 9
		DIRECTORY ASSISTANCE TRUNK GROUP	SEE PAGE 9
	INTERNATIONAL	DIRECT DISTANCE DIALING NETWORK	SEE PAGE 12
	NETWORK	DISASSEMBLY	SEE PAGE 15
	ROUTING	DISCIPLINE	SEE PAGE 19
		DISTANCE DIALING NETWORK	WITHDRAWN

TERM	REFER TO	
DIRECT	DISTANCE DIALING NETWORK	WITHDRAWN
NEGATIVE	DISTORTION	SEE PAGE 14
POSITIVE	DISTORTION	SEE PAGE 18
AUTOMATIC CALL	DISTRIBUTOR (ACD)	SEE PAGE 5
	DIVIDED TRUNK GROUP	SEE PAGE 9
VARIABLE CIRCUIT	DIVISION	WITHDRAWN
	DNHR	SEE PAGE 9
	DNHR NETWORK	SEE PAGE 9
	DON'T ANSWER	SEE PAGE 9
	DOUBLE TANDEM MULTISTAGE ALTERNATE ROUTE NETWORK	SEE PAGE 9
	DYNAMIC NONHIERARCHICAL ROUTING (DNHR)	SEE PAGE 9
E		
	EAS	SEE PAGE 11
	ECCS	SEE PAGE 9
	ECONOMIC CCS (ECCS)	SEE PAGE 9
TRUNKING	EFFICIENCY RATIO	SEE PAGE 26
	EMERGENCY SERVICE TRUNK GROUP	SEE PAGE 9
	EMERGENCY TRUNK GROUP (911)	SEE PAGE 10
	END-TO-END TOLL TRUNK GROUP	SEE PAGE 10
BASE YEAR	END (BYE)	SEE PAGE 6
	END OFFICE	SEE PAGE 10
CORD SWITCHBOARD/TANDEM-	END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 8
TANDEM-	END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 23
TANDEM/SWITCHBOARD-	END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 23
CORD SWITCHBOARD-	END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 8
	END OFFICE CODE	SEE PAGE 10
	END OFFICE TOLL TRUNK GROUP	WITHDRAWN
CORD SWITCHBOARD TO	END OFFICE TRUNK GROUP	SEE FIG. 3
DESK TO	END OFFICE TRUNK GROUP	SEE FIG. 3
TANDEM/SWITCHBOARD TO	END OFFICE TRUNK GROUP	SEE FIG. 3
TANDEM TO	END OFFICE TRUNK GROUP	SEE FIG. 3
	END OFFICE- CORD SWITCHBOARD 2-WAY TRUNK GROUP	SEE FIG. 3
	END OFFICE- TANDEM 2-WAY TRUNK GROUP	SEE FIG. 3
	END OFFICE- TANDEM/SWITCHBOARD 2-WAY TRUNK GROUP	SEE FIG. 3
	END OFFICE- END OFFICE 2-WAY TRUNK GROUP	SEE FIG. 3
	END OFFICE/ TANDEM SWITCHING SYSTEM	SEE PAGE 10
	END OFFICE TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
	END OFFICE TO CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
	END OFFICE TO DESK TRUNK GROUP	SEE FIG. 3
	END OFFICE TO TANDEM TRUNK GROUP	SEE FIG. 3
	END OFFICE TO TRUNK CONCENTRATOR TRUNK GROUP	SEE FIG. 3
	END OFFICE TO END OFFICE TRUNK GROUP	SEE FIG. 3
PROBABILITY	ENGINEERED TRUNK GROUP	SEE PAGE 18
DELAY	ENGINEERING	SEE PAGE 9
MODULAR	ENGINEERING	SEE PAGE 14
MULTIHOURL	ENGINEERING	SEE PAGE 14
LOCAL OFFICE CLASS 5	ENTITY	SEE PAGE 13
SWITCHING	ENTITY	WITHDRAWN
TRUNKING	ENTITY	SEE PAGE 26
DATA	EQUATING	SEE PAGE 8
STATISTICAL	EQUILIBRIUM	SEE PAGE 21
	EQUIVALENT RANDOM LOAD	SEE PAGE 10
	EQUIVALENT RANDOM TRUNKS	SEE PAGE 10
	ERLANG	SEE PAGE 10
	ESTIMATED LOAD	SEE PAGE 10
	EXCHANGE AREA	SEE PAGE 10
	EXPEDIENT TRUNK GROUP	SEE PAGE 10
	EXTENDED AREA SERVICE (EAS)	SEE PAGE 11
F		
GROWTH	FACTOR	SEE PAGE 11
PEAKEDNESS	FACTOR	SEE PAGE 17
	FALSE START	SEE PAGE 11
	FINAL TRUNK GROUP	SEE PAGE 11
ALTERNATE ROUTE	FINAL TRUNK GROUP	SEE PAGE 5

	TERM	REFER TO
COMBINED-OVERFLOW	FINAL TRUNK GROUP	SEE PAGE 8
COMMON	FINAL TRUNK GROUP	SEE PAGE 8
DIRECT	FINAL TRUNK GROUP	SEE PAGE 9
INDIVIDUAL	FINAL TRUNK GROUP	SEE PAGE 12
ROUTE-ADVANCED	FINAL TRUNK GROUP	SEE PAGE 19
SWITCHED-OVERFLOW	FINAL TRUNK GROUP	SEE PAGE 22
	FIRST-ATTEMPT LOAD	SEE PAGE 11
	FIRST-CHOICE ROUTE	SEE PAGE 11
	FIRST-CHOICE TRUNK GROUP	SEE PAGE 11
	FIRST-ROUTE LOAD	SEE PAGE 11
	FIRST-ROUTE TRAFFIC	SEE PAGE 11
	FLOATING BUSY HOUR	SEE PAGE 11
	FORECASTED LOAD	SEE PAGE 11
	FOREIGN TRIBUTARY	WITHDRAWN
	FREE SERVICE TRAFFIC	SEE PAGE 11
	FULL ACCESS	SEE PAGE 11
	FULL DIRECT TRUNK GROUP	SEE PAGE 11
	FULL GROUP TRUNK GROUP	SEE PAGE 11
SWITCHING	FUNCTION	SEE PAGE 22
G		
	GBH	SEE PAGE 11
	GRADE-OF-SERVICE TRUNK GROUP	SEE PAGE 11
	GRADING	SEE PAGE 11
CCIS SIGNALING LINK	GROUP	SEE PAGE 7
CCIS	GROUP	SEE PAGE 6
SIGNALING LINK	GROUP	SEE PAGE 20
TRUNK	GROUP	SEE PAGE 25
VACANT CODE TRUNK	GROUP	SEE PAGE 26
TRUNK	GROUP ALTERNATE ROUTE	SEE PAGE 25
TRUNK	GROUP BASE LOAD	SEE PAGE 25
TRUNK	GROUP BASE METHOD	SEE PAGE 26
	GROUP BUSY HOUR (GBH)	SEE PAGE 11
ORDER OF	GROUP LOAD COMPUTATION	SEE PAGE 17
FULL	GROUP TRUNK GROUP	SEE PAGE 11
	GROWTH FACTOR	SEE PAGE 11
H		
	HIERARCHICAL NETWORK	SEE PAGE 11
	HIGH-USAGE TRUNK GROUP	SEE PAGE 11
AUGMENTED	HIGH-USAGE TRUNK GROUP	WITHDRAWN
INTERMEDIATE	HIGH-USAGE TRUNK GROUP	SEE PAGE 12
PRIMARY	HIGH-USAGE TRUNK GROUP	SEE PAGE 18
RESTRICTIVE	HIGH-USAGE TRUNK GROUP	WITHDRAWN
	HIGH-VOLUME TANDEM	SEE PAGE 11
PARALLEL PROTECTIVE	HIGH USAGE TRUNK GROUP	SEE PAGE 17
	HOLDING TIME	SEE PAGE 11
	HOME TANDEM	SEE PAGE 11
	HOMING ARRANGEMENT	SEE PAGE 11
	HOMING BUSY HOUR	SEE PAGE 11
BOUNCING BUSY	HOUR	SEE PAGE 6
BUSY	HOUR	SEE PAGE 6
CONTROL	HOUR	SEE PAGE 8
FLOATING BUSY	HOUR	SEE PAGE 11
HOMING BUSY	HOUR	SEE PAGE 11
MAXIMUM BUSY	HOUR	WITHDRAWN
NETWORK BUSY	HOUR	SEE PAGE 15
NETWORK CLUSTER BUSY	HOUR	SEE PAGE 15
PROBLEM BUSY	HOUR	SEE PAGE 18
SELECTED BUSY	HOUR	SEE PAGE 20
SERVICE BUSY	HOUR	SEE PAGE 20
SIDE	HOUR	SEE PAGE 20
SIGNIFICANT	HOUR	SEE PAGE 20
TIME-CONSISTENT BUSY	HOUR	SEE PAGE 24
SINGLE	HOUR CARRIED LOAD	SEE PAGE 20
GROUP BUSY	HOUR (GBH)	SEE PAGE 11
OFFICE BUSY	HOUR (OBH)	SEE PAGE 16

	TERM	REFER TO
	HUNDRED CALL SECONDS (CCS)	SEE PAGE 11
	I	
	ICCS	SEE PAGE 12
	INCOMING PEG COUNT	SEE PAGE 12
	INCREMENTAL CCS (ICCS)	SEE PAGE 12
	INDIVIDUAL FINAL TRUNK GROUP	SEE PAGE 12
	INFORMATION TRUNK GROUP	SEE PAGE 12
CUSTOMER DIAL	INSTRUCTION TRUNK GROUP	WITHDRAWN
	INTER-END OFFICE TRUNK GROUPS	SEE PAGE 12
	INTERCEPT TRUNK GROUP	SEE PAGE 12
	INTERLOCAL NETWORK	SEE PAGE 12
	INTERLOCAL TRUNK GROUPS	SEE PAGE 12
	INTERMARKER TRUNK GROUP	SEE PAGE 12
	INTERMEDIATE HIGH-USAGE TRUNK GROUP	SEE PAGE 12
	INTERMEDIATE OFFICE	SEE PAGE 12
	INTERMEDIATE POINT	SEE PAGE 12
	INTERMETROPOLITAN NETWORK	SEE PAGE 12
	INTERNATIONAL DIRECT DISTANCE DIALING NETWORK	SEE PAGE 12
	INTERNATIONAL NETWORK	SEE PAGE 12
COMMON CHANNEL	INTEROFFICE SIGNALING (CCIS)	SEE PAGE 8
	INTEROFFICE TRUNK GROUPS	SEE PAGE 12
	INTERTANDEM TRUNK GROUPS	SEE PAGE 12
	INTERTOLL NETWORK	WITHDRAWN
PRIMARY	INTERTOLL TRUNK GROUP	SEE PAGE 18
SECONDARY	INTERTOLL TRUNK GROUP	SEE PAGE 20
	INTERTOLL TRUNK GROUPS	SEE PAGE 12
	INTRA-CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
	INTRA-END OFFICE TRUNK GROUPS	SEE FIG. 3
	INTRAOFFICE TRUNK GROUP	SEE PAGE 13
	INTRATANDEM TRUNK GROUPS	SEE FIG. 3
	INWARD OPERATOR TRUNK GROUP	SEE PAGE 13
TRAFFIC	ITEM	SEE PAGE 24
TRAFFIC	ITEM ALTERNATE ROUTE	SEE PAGE 24
TRAFFIC	ITEM BASE LOAD	SEE PAGE 25
TRAFFIC	ITEM BASE METHOD	SEE PAGE 25
	J	
	JUNCTOR TRUNK GROUP	SEE PAGE 13
OPERATOR	JUNCTOR TRUNK GROUP	SEE PAGE 16
	L	
	ROUTING LADDER	SEE PAGE 20
	LAMA	SEE PAGE 13
	LAST TRUNK BUSY (LTB)	SEE PAGE 13
	LAST TRUNK CCS (LTCCS)	SEE PAGE 13
	LAST-CHOICE ROUTE	SEE PAGE 13
	LAST-CHOICE ROUTE CHAIN	SEE PAGE 13
	LAST-CHOICE TRUNK GROUP	SEE PAGE 13
	LEAVE-WORD TRUNK GROUP	SEE PAGE 13
1-LEVEL	LIMIT RULE	SEE PAGE 27
2-LADDER	LIMIT RULE	SEE PAGE 27
	LIMITED ACCESS	SEE PAGE 13
CCIS SIGNALING	LINK GROUP	SEE PAGE 7
SIGNALING	LINK GROUP	SEE PAGE 20
	LOAD	SEE PAGE 13
AVERAGE	LOAD	SEE PAGE 6
BASE	LOAD	SEE PAGE 6
CARRIED	LOAD	SEE PAGE 6
CONSTANT	LOAD	SEE PAGE 8
DERIVED	LOAD	SEE PAGE 9
EQUIVALENT RANDOM	LOAD	SEE PAGE 10
ESTIMATED	LOAD	SEE PAGE 10
FIRST-ATTEMPT	LOAD	SEE PAGE 11
FIRST-ROUTE	LOAD	SEE PAGE 11
FORECASTED	LOAD	SEE PAGE 11

TERM	REFER TO
MEAN LOAD	SEE PAGE 14
MEASURED LOAD	SEE PAGE 14
OBSERVED CARRIED LOAD	SEE PAGE 16
OFFERED LOAD	SEE PAGE 16
OVERFLOW LOAD	SEE PAGE 17
PEAKED LOAD	SEE PAGE 17
POISSON LOAD	SEE PAGE 17
SIGNIFICANT LOAD	SEE PAGE 20
SINGLE HOUR CARRIED LOAD	SEE PAGE 20
SKewed LOAD	SEE PAGE 21
SMOOTH LOAD	SEE PAGE 21
SOURCE LOAD	SEE PAGE 21
STEADY LOAD	SEE PAGE 21
TRAFFIC ITEM BASE LOAD	SEE PAGE 25
TRUE AVERAGE CARRIED LOAD	SEE PAGE 25
TRUE AVERAGE OFFERED LOAD	SEE PAGE 25
TRUE AVERAGE OVERFLOW LOAD	SEE PAGE 25
TRUE OFFERED LOAD	SEE PAGE 25
TRUNK GROUP BASE LOAD	SEE PAGE 25
UNSTEADY LOAD	SEE PAGE 26
ORDER OF GROUP LOAD COMPUTATION	SEE PAGE 17
LOAD-SET	SEE PAGE 13
MIXED LOAD-SET	SEE PAGE 14
TIME-CONSISTENT LOAD-SET	SEE PAGE 24
LOAD-SET PERIOD (LSP)	SEE PAGE 13
LOCAL AUTOMATIC MESSAGE ACCOUNTING (LAMA)	SEE PAGE 13
CLASS 5 LOCAL CENTRAL OFFICE	SEE PAGE 7
LOCAL DIAL OFFICE	SEE PAGE 13
LOCAL NETWORK	SEE PAGE 13
LOCAL OFFICE	SEE PAGE 13
LOCAL OFFICE CLASS 5 ENTITY	SEE PAGE 13
LOCAL SERVICE AREA (LSA)	SEE PAGE 13
LOCAL SWITCHING SYSTEM	SEE PAGE 13
LOCAL TANDEM	WITHDRAWN
LOCAL TRAFFIC	SEE PAGE 14
LSA	SEE PAGE 13
LSP	SEE PAGE 13
LTB	SEE PAGE 13
LTCCS	SEE PAGE 13
M	
SWITCHING MACHINE	SEE PAGE 22
TOLL ACCESS (MACHINE) TRUNK GROUPS	SEE PAGE 24
MAINTENANCE TRUNK GROUP	SEE PAGE 14
MANUAL TRUNK GROUP	WITHDRAWN
MAXIMUM BUSY HOUR	WITHDRAWN
MEAN LOAD	SEE PAGE 14
MEASURED LOAD	SEE PAGE 14
MEASUREMENT	SEE PAGE 14
MESSAGE	SEE PAGE 14
CENTRALIZED AUTOMATIC MESSAGE ACCOUNTING (CAMA)	SEE PAGE 7
LOCAL AUTOMATIC MESSAGE ACCOUNTING (LAMA)	SEE PAGE 13
MESSAGE NETWORK	SEE PAGE 14
TOLL MESSAGE NETWORK	SEE PAGE 24
MESSAGE TRUNK	SEE PAGE 14
MESSAGE TRUNK GROUP	SEE PAGE 14
MESSAGE UNIT	SEE PAGE 14
TRAFFIC ITEM BASE METHOD	SEE PAGE 25
TRUNK GROUP BASE METHOD	SEE PAGE 26
METROPOLITAN NETWORK	SEE PAGE 14
PRINCIPAL METROPOLITAN TANDEM	SEE PAGE 18
MISCELLANEOUS TRUNK GROUP	SEE PAGE 14
OTHER MISCELLANEOUS TRUNK GROUP	WITHDRAWN
MIXED LOAD-SET	SEE PAGE 14
MMU	SEE PAGE 14
MOBILE TRUNK GROUP	SEE PAGE 14
MODULAR ENGINEERING	SEE PAGE 14
MULTIHOURL ENGINEERING	SEE PAGE 14

	TERM	REFER TO
	MULTIMESSAGE UNIT (MMU)	SEE PAGE 14
DOUBLE TANDEM	MULTISTAGE ALTERNATE ROUTE NETWORK	SEE PAGE 9
	MULTISTAGE NETWORK	SEE PAGE 14
N		
	NC	SEE PAGE 15
	NEGATIVE DISTORTION NETWORK	SEE PAGE 14
	NETWORK	SEE PAGE 15
ALTERNATE ROUTE	NETWORK	SEE PAGE 5
CCIS SIGNALING	NETWORK	SEE PAGE 7
CCIS	NETWORK	SEE PAGE 6
CHOKED	NETWORK	SEE PAGE 7
COMBINED SECTOR TANDEM	NETWORK	SEE PAGE 7
DEDICATED	NETWORK	SEE PAGE 9
DIRECT DISTANCE DIALING	NETWORK	WITHDRAWN
DISTANCE DIALING	NETWORK	WITHDRAWN
DNHR	NETWORK	SEE PAGE 9
DOUBLE TANDEM MULTISTAGE ALTERNATE ROUTE	NETWORK	SEE PAGE 9
HIERARCHICAL	NETWORK	SEE PAGE 11
INTERLOCAL	NETWORK	SEE PAGE 12
INTERMETROPOLITAN	NETWORK	SEE PAGE 12
INTERNATIONAL DIRECT DISTANCE DIALING	NETWORK	SEE PAGE 12
INTERNATIONAL	NETWORK	SEE PAGE 12
INTERTOLL	NETWORK	WITHDRAWN
LOCAL	NETWORK	SEE PAGE 13
MESSAGE	NETWORK	SEE PAGE 14
METROPOLITAN	NETWORK	SEE PAGE 14
MULTISTAGE	NETWORK	SEE PAGE 14
NONALTERATE ROUTE	NETWORK	SEE PAGE 15
NONHIERARCHICAL	NETWORK	SEE PAGE 15
NONMETROPOLITAN	NETWORK	SEE PAGE 15
NORTH AMERICAN	NETWORK	SEE PAGE 15
OPTIMIZED	NETWORK	SEE PAGE 17
RESTRICTED	NETWORK	SEE PAGE 19
SINGLE STAGE	NETWORK	SEE PAGE 21
SINGLE TANDEM	NETWORK	SEE PAGE 21
SPECIAL PURPOSE	NETWORK	SEE PAGE 21
SPECIAL SERVICE	NETWORK	SEE PAGE 21
STORED-PROGRAM CONTROLLED (SPC)	NETWORK	SEE PAGE 22
SWITCHING	NETWORK	WITHDRAWN
SYMMETRICAL	NETWORK	SEE PAGE 22
TOLL MESSAGE	NETWORK	SEE PAGE 24
TOLL	NETWORK	SEE PAGE 24
	NETWORK ASSEMBLY	SEE PAGE 15
	NETWORK BUSY HOUR	SEE PAGE 15
	NETWORK CLUSTER	SEE PAGE 15
COMBINED-OVERFLOW	NETWORK CLUSTER	SEE PAGE 8
ROUTE-ADVANCED	NETWORK CLUSTER	SEE PAGE 19
SWITCHED-OVERFLOW	NETWORK CLUSTER	SEE PAGE 22
	NETWORK CLUSTER BUSY HOUR	SEE PAGE 15
	NETWORK CONFIGURATION	SEE PAGE 15
	NETWORK CONTROL POINT	SEE PAGE 15
	NETWORK DISASSEMBLY	SEE PAGE 15
	NO CIRCUIT (NC)	SEE PAGE 15
	NO-CHARGE TRAFFIC	SEE PAGE 15
	NO-TEST TRUNK GROUP	SEE PAGE 15
	NON-NETWORK TRUNK GROUP	WITHDRAWN
	NONALTERATE ROUTE NETWORK	SEE PAGE 15
	NONALTERNATE ROUTE TRUNK GROUP	SEE PAGE 15
	NONHIERARCHICAL NETWORK	SEE PAGE 15
DYNAMIC	NONHIERARCHICAL ROUTING (DNHR)	SEE PAGE 9
	NONMETROPOLITAN NETWORK	SEE PAGE 15
	NONRANDOM TRAFFIC	SEE PAGE 15
	NONWEIGHTED BLOCKING RATIO	SEE PAGE 15
	NORTH AMERICAN NETWORK	SEE PAGE 15
	NPA	SEE PAGE 16
	NPA CODE	SEE PAGE 16
PRINCIPAL	NPA TANDEM	SEE PAGE 18

	TERM	REFER TO
	NUMBERING PLAN AREA (NPA)	SEE PAGE 16
SPECIAL	NUMBERING PLAN AREA CODE	SEE PAGE 21
	NXX CODE	SEE PAGE 16
	O	
	O	SEE PAGE 17
	OBH	SEE PAGE 16
BLOCKING	OBJECTIVE	SEE PAGE 6
	OBSERVED CARRIED LOAD	SEE PAGE 16
TRUNK	OCCUPANCY	SEE PAGE 26
	OFFERED LOAD	SEE PAGE 16
TRUE AVERAGE	OFFERED LOAD	SEE PAGE 25
TRUE	OFFERED LOAD	SEE PAGE 25
	OFFERED TRAFFIC	SEE PAGE 16
	OFFICE	SEE PAGE 7
CLASS 5 LOCAL	CENTRAL OFFICE	SEE PAGE 7
	INTERMEDIATE OFFICE	SEE PAGE 12
	LOCAL DIAL OFFICE	SEE PAGE 13
	LOCAL OFFICE	SEE PAGE 13
	TERMINAL OFFICE	WITHDRAWN
	OFFICE BUSY HOUR (OBH)	SEE PAGE 16
	OFFICE CLASS	SEE PAGE 16
LOCAL	OFFICE CLASS 5 ENTITY	SEE PAGE 13
	OFFICE RANK	SEE PAGE 16
OPERATOR	OFFICE TRUNK GROUP	SEE PAGE 16
	OFFICIAL PBX TRUNK GROUP	SEE PAGE 16
	OFFICIAL TRUNK GROUP	SEE PAGE 16
	ONLY-ROUTE TRUNK GROUP	SEE PAGE 16
	OPERATOR ASSISTANCE TRUNK GROUP	SEE PAGE 16
	OPERATOR CONNECTING TRUNK GROUPS	SEE PAGE 16
	OPERATOR JUNCTOR TRUNK GROUP	SEE PAGE 16
	OPERATOR OFFICE TRUNK GROUP	SEE PAGE 16
	OPERATOR SERVICE CODE	SEE PAGE 16
SPECIAL	OPERATOR SERVICE CODE	SEE PAGE 21
INWARD	OPERATOR TRUNK GROUP	SEE PAGE 13
TOLL ACCESS (OPERATOR) TRUNK GROUPS	SEE PAGE 24
SPECIAL	OPERATOR SERVICES TRAFFIC (SOST)	SEE PAGE 21
	OPTIMIZED NETWORK	SEE PAGE 17
	ORDER WIRE TRUNK GROUP	WITHDRAWN
	ORDER OF GROUP LOAD COMPUTATION	SEE PAGE 17
	ORIGINATING SECTOR TANDEM	SEE PAGE 17
TANDEM	ORIGINATING TRUNK GROUP	SEE PAGE 23
	OTHER MISCELLANEOUS TRUNK GROUP	WITHDRAWN
	OVERFLOW LOAD	SEE PAGE 17
TRUE AVERAGE	OVERFLOW LOAD	SEE PAGE 25
	OVERFLOW TRAFFIC	SEE PAGE 17
ROUTE-ADVANCED	OVERFLOW TRAFFIC	SEE PAGE 19
	OVERFLOW (O)	SEE PAGE 17
	P	
	PARALLEL PROTECTIVE HIGH USAGE TRUNK GROUP	SEE PAGE 17
TRAFFIC	PARCEL	SEE PAGE 25
OFFICIAL	PBX TRUNK GROUP	SEE PAGE 16
	PC	SEE PAGE 17
	PEAKED LOAD	SEE PAGE 17
	PEAKED TRAFFIC	SEE PAGE 17
	PEAKEDNESS FACTOR	SEE PAGE 17
INCOMING	PEG COUNT	SEE PAGE 12
	PEG COUNT TRUNK GROUP	WITHDRAWN
	PEG COUNT (PC)	SEE PAGE 17
BASE	PERIOD	SEE PAGE 6
STUDY	PERIOD	SEE PAGE 22
LOAD-SET	PERIOD (LSP)	SEE PAGE 13
	PERMANENT SIGNAL TRUNK GROUP	SEE PAGE 17
NUMBERING	PLAN AREA (NPA)	SEE PAGE 16
	PLANT DEPARTMENT TRUNK GROUP	SEE PAGE 17
CONTROL SWITCHING	POINT	SEE PAGE 8

	TERM	REFER TO
	INTERMEDIATE POINT	SEE PAGE 12
	NETWORK CONTROL POINT	SEE PAGE 15
	PRIMARY POINT	SEE PAGE 18
	REGIONAL POINT	SEE PAGE 19
	SECTIONAL POINT	SEE PAGE 20
	TOLL POINT	SEE PAGE 24
	POINT-TO-POINT DATA	SEE PAGE 17
	POINT-TO-POINT TRAFFIC	SEE PAGE 17
	SIGNAL TRANSFER POINT (STP)	SEE PAGE 20
	POISSON LOAD	SEE PAGE 17
	POISSON TRAFFIC	SEE PAGE 17
	POSITION SYSTEM	SEE PAGE 17
	POSITION SYSTEM TO TANDEM TRUNK GROUP	SEE FIG. 3
	POSITIVE DISTORTION	SEE PAGE 18
	PRIMARY CENTER	SEE PAGE 18
	PRIMARY HIGH-USAGE TRUNK GROUP	SEE PAGE 18
	PRIMARY INTERTOLL TRUNK GROUP	SEE PAGE 18
	PRIMARY POINT	SEE PAGE 18
	PRIMARY TRAFFIC	SEE PAGE 18
	PRINCIPAL CITY	SEE PAGE 18
	PRINCIPAL METROPOLITAN TANDEM	SEE PAGE 18
	PRINCIPAL NPA TANDEM	SEE PAGE 18
	PRINCIPAL SECTOR TANDEM	SEE PAGE 18
	PROBABILITY ENGINEERED TRUNK GROUP	SEE PAGE 18
	PROBLEM BUSY HOUR	SEE PAGE 18
	SEQUENTIAL PROJECTION ALGORITHM (SPA)	SEE PAGE 20
	PROJECTION RATIO	SEE PAGE 18
	PARALLEL PROTECTIVE HIGH USAGE TRUNK GROUP	SEE PAGE 17
	PUBLIC ANNOUNCEMENT TRUNK GROUP	SEE PAGE 18
	PULSING	SEE PAGE 18
	SPECIAL PURPOSE NETWORK	SEE PAGE 21
	R	
	EQUIVALENT RANDOM LOAD	SEE PAGE 10
	RANDOM TRAFFIC	SEE PAGE 18
	EQUIVALENT RANDOM TRUNKS	SEE PAGE 10
	OFFICE RANK	SEE PAGE 16
	SWITCHING RANK	SEE PAGE 22
	RATE CENTER	SEE PAGE 18
	RATE ZONE	SEE PAGE 18
	RATE-AND-ROUTE TRUNK GROUP	SEE PAGE 18
	BLOCKING RATIO	SEE PAGE 6
	NONWEIGHTED BLOCKING RATIO	SEE PAGE 15
	PROJECTION RATIO	SEE PAGE 18
	TRUNKING EFFICIENCY RATIO	SEE PAGE 26
	VARIANCE-TO-MEAN RATIO	SEE PAGE 26
	WEIGHTED BLOCKING RATIO	SEE PAGE 27
	RECORDING COMPLETING TRUNK GROUP	SEE PAGE 19
	DATA REDUCTION	SEE PAGE 8
	REGIONAL CENTER	SEE PAGE 19
	REGIONAL POINT	SEE PAGE 19
	ZONE REGISTRATION	SEE PAGE 27
	REORDER	SEE PAGE 19
	REPAIR SERVICE TRUNK GROUP	SEE PAGE 19
	REROUTING	SEE PAGE 19
	RESTRICTED NETWORK	SEE PAGE 19
	RESTRICTIVE HIGH-USAGE TRUNK GROUP	WITHDRAWN
	RETRIAL	SEE PAGE 19
	CUSTOMER RETRIAL	SEE PAGE 8
	ROUTE	SEE PAGE 19
	ALTERNATE ROUTE	SEE PAGE 5
	FIRST-CHOICE ROUTE	SEE PAGE 11
	LAST-CHOICE ROUTE	SEE PAGE 13
	TRAFFIC ITEM ALTERNATE ROUTE	SEE PAGE 24
	TRUNK GROUP ALTERNATE ROUTE	SEE PAGE 25
	ROUTE ADVANCE	SEE PAGE 19
	LAST-CHOICE ROUTE CHAIN	SEE PAGE 13
	ALTERNATE ROUTE FINAL TRUNK GROUP	SEE PAGE 5

TERM		REFER TO
ALTERNATE	ROUTE NETWORK	SEE PAGE 5
NONALTERATE	ROUTE NETWORK	SEE PAGE 15
	ROUTE TRANSFER	SEE PAGE 19
NONALTERNATE	ROUTE TRUNK GROUP	SEE PAGE 15
	ROUTE-ADVANCED FINAL TRUNK GROUP	SEE PAGE 19
	ROUTE-ADVANCED NETWORK CLUSTER	SEE PAGE 19
	ROUTE-ADVANCED OVERFLOW TRAFFIC	SEE PAGE 19
	ROUTING	SEE PAGE 19
CHOKED CODE	ROUTING	SEE PAGE 7
CROSS-LOTS	ROUTING	SEE PAGE 8
DIRECTIONAL ALTERNATE	ROUTING	SEE PAGE 9
THIRD-LADDER	ROUTING	SEE PAGE 23
TRIANGULAR ALTERNATE	ROUTING	SEE PAGE 25
	ROUTING DISCIPLINE	SEE PAGE 19
	ROUTING LADDER	SEE PAGE 20
SELECTIVE	ROUTING TANDEM	SEE PAGE 20
DYNAMIC NONHIERARCHICAL	ROUTING (DNHR)	SEE PAGE 9
1-LEVEL LIMIT	RULE	SEE PAGE 27
2-LADDER LIMIT	RULE	SEE PAGE 27
S		
BUSY	SEASON	SEE PAGE 6
COMPONENT BUSY	SEASON	SEE PAGE 8
	SECONDARY INTERTOLL TRUNK GROUP	SEE PAGE 20
HUNDRED CALL	SECONDS (CCS)	SEE PAGE 11
	SECTIONAL CENTER	SEE PAGE 20
	SECTIONAL POINT	SEE PAGE 20
	SECTOR	SEE PAGE 20
	SECTOR TANDEM	SEE PAGE 20
COMBINED	SECTOR TANDEM	SEE PAGE 7
ORIGINATING	SECTOR TANDEM	SEE PAGE 17
PRINCIPAL	SECTOR TANDEM	SEE PAGE 18
TERMINATING	SECTOR TANDEM	SEE PAGE 23
COMBINED	SECTOR TANDEM NETWORK	SEE PAGE 7
	SELECTED BUSY HOUR	SEE PAGE 20
	SELECTIVE ROUTING TANDEM	SEE PAGE 20
	SEQUENTIAL PROJECTION ALGORITHM (SPA)	SEE PAGE 20
	SERVER	SEE PAGE 20
	SERVICE	SEE PAGE 20
CLASS OF	SERVICE	SEE PAGE 7
LOCAL	SERVICE AREA (LSA)	SEE PAGE 13
	SERVICE BUSY HOUR	SEE PAGE 20
	SERVICE CODE	SEE PAGE 20
OPERATOR	SERVICE CODE	SEE PAGE 16
SPECIAL OPERATOR	SERVICE CODE	SEE PAGE 21
	SERVICE CODE TRUNK GROUP	WITHDRAWN
SPECIAL	SERVICE NETWORK	SEE PAGE 21
FREE	SERVICE TRAFFIC	SEE PAGE 11
SPECIAL	SERVICE TRUNK	SEE PAGE 21
EMERGENCY	SERVICE TRUNK GROUP	SEE PAGE 9
REPAIR	SERVICE TRUNK GROUP	SEE PAGE 19
AUXILIARY	SERVICE TRUNK GROUPS	SEE PAGE 5
DIRECT	SERVICES DIALING TRAFFIC	SEE PAGE 9
EXTENDED AREA	SERVICE (EAS)	SEE PAGE 11
	SIDE HOUR	SEE PAGE 20
	SIGNAL TRANSFER POINT (STP)	SEE PAGE 20
PERMANENT	SIGNAL TRUNK GROUP	SEE PAGE 17
	SIGNALING	SEE PAGE 20
	SIGNALING LINK GROUP	SEE PAGE 20
CCIS	SIGNALING LINK GROUP	SEE PAGE 7
CCIS	SIGNALING NETWORK	SEE PAGE 7
COMMON CHANNEL INTEROFFICE	SIGNALING (CCIS)	SEE PAGE 8
	SIGNIFICANT HOUR	SEE PAGE 20
	SIGNIFICANT LOAD	SEE PAGE 20
	SINGLE HOUR CARRIED LOAD	SEE PAGE 20
	SINGLE STAGE NETWORK	SEE PAGE 21
	SINGLE TANDEM	SEE PAGE 21
	SINGLE TANDEM NETWORK	SEE PAGE 21
	SKEWED LOAD	SEE PAGE 21

TERM	REFER TO
SMOOTH LOAD	SEE PAGE 21
SMOOTH TRAFFIC	SEE PAGE 21
SOST	SEE PAGE 21
SOURCE LOAD	SEE PAGE 21
SPA	SEE PAGE 20
SPC	SEE PAGE 22
SPECIAL NUMBERING PLAN AREA CODE	SEE PAGE 21
SPECIAL OPERATOR SERVICE CODE	SEE PAGE 21
SPECIAL OPERATOR SERVICES TRAFFIC (SOST)	SEE PAGE 21
SPECIAL PURPOSE NETWORK	SEE PAGE 21
SPECIAL SERVICE NETWORK	SEE PAGE 21
SPECIAL SERVICE TRUNK	SEE PAGE 21
SPECIAL TRUNK GROUP	SEE PAGE 21
SINGLE STAGE NETWORK	SEE PAGE 21
FALSE START	SEE PAGE 11
STATISTICAL EQUILIBRIUM	SEE PAGE 21
STEADY LOAD	SEE PAGE 21
VOICE STORAGE TRUNK GROUP	SEE PAGE 27
STORED-PROGRAM CONTROLLED (SPC) NETWORK	SEE PAGE 22
STP	SEE PAGE 20
TRAFFIC STREAM	SEE PAGE 25
STUDY PERIOD	SEE PAGE 22
STUDY WEEK	SEE PAGE 22
TRUNK SUBGROUP	SEE PAGE 26
SUBSET	SEE PAGE 22
SUPERVISION	SEE PAGE 22
COIN SUPERVISORY TRUNK GROUP	SEE PAGE 7
CORD SWITCHBOARD	SEE PAGE 8
SWITCHBOARD ACCESS TRUNK GROUPS	SEE PAGE 22
SWITCHBOARD COMPLETING TRUNK GROUPS	SEE PAGE 22
SWITCHED TRAFFIC	SEE PAGE 22
SWITCHED-OVERFLOW FINAL TRUNK GROUP	SEE PAGE 22
SWITCHED-OVERFLOW NETWORK CLUSTER	SEE PAGE 22
SWITCHED-OVERFLOW TRAFFIC	SEE PAGE 22
TOLL SWITCHER	SEE PAGE 24
SWITCHING AREA	WITHDRAWN
SWITCHING ENTITY	WITHDRAWN
SWITCHING FUNCTION	SEE PAGE 22
SWITCHING MACHINE	SEE PAGE 22
SWITCHING NETWORK	WITHDRAWN
CONTROL SWITCHING POINT	SEE PAGE 8
SWITCHING RANK	SEE PAGE 22
SWITCHING SYSTEM	SEE PAGE 22
CUSTOMER SWITCHING SYSTEM	SEE PAGE 8
LOCAL SWITCHING SYSTEM	SEE PAGE 13
TELCO SWITCHING SYSTEM	SEE PAGE 23
TOLL SWITCHING SYSTEM	SEE PAGE 24
SWITCHING TRIBUTARY	WITHDRAWN
TOLL SWITCHING TRUNK GROUP	SEE PAGE 24
SWITCHING UNIT	WITHDRAWN
END OFFICE/ TANDEM SWITCHING SYSTEM	SEE PAGE 10
SYMMETRICAL NETWORK	SEE PAGE 22
ANNOUNCEMENT SYSTEM	SEE PAGE 5
CUSTOMER SWITCHING SYSTEM	SEE PAGE 8
LOCAL SWITCHING SYSTEM	SEE PAGE 13
POSITION SYSTEM	SEE PAGE 17
SWITCHING SYSTEM	SEE PAGE 22
TELCO SWITCHING SYSTEM	SEE PAGE 23
TOLL SWITCHING SYSTEM	SEE PAGE 24
END OFFICE TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
TANDEM TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
SYSTEMATIC VARIATION	SEE PAGE 22
T	
T-ENGINEERED	WITHDRAWN
TANDEM	SEE PAGE 23
COMBINED SECTOR TANDEM	SEE PAGE 7

	TERM	REFER TO
	DIRECTIONAL TANDEM	SEE PAGE 9
	HIGH-VOLUME TANDEM	SEE PAGE 11
	HOME TANDEM	SEE PAGE 11
	LOCAL TANDEM	WITHDRAWN
	ORIGINATING SECTOR TANDEM	SEE PAGE 17
	PRINCIPAL METROPOLITAN TANDEM	SEE PAGE 18
	PRINCIPAL NPA TANDEM	SEE PAGE 18
	PRINCIPAL SECTOR TANDEM	SEE PAGE 18
	SECTOR TANDEM	SEE PAGE 20
	SELECTIVE ROUTING TANDEM	SEE PAGE 20
	SINGLE TANDEM	SEE PAGE 21
	TERMINATING SECTOR TANDEM	SEE PAGE 23
	TOLL TANDEM	WITHDRAWN
	END OFFICE- TANDEM 2-WAY TRUNK GROUP	SEE FIG. 3
	TANDEM/SWITCHBOARD- TANDEM 2-WAY TRUNK GROUP	SEE FIG. 3
	TANDEM ACCESS TRUNK GROUPS	SEE PAGE 23
	TANDEM COMPLETING TRUNK GROUPS	SEE PAGE 23
	TANDEM CONNECTING TRUNK GROUPS	SEE PAGE 23
	COMBINED SECTOR TANDEM NETWORK	SEE PAGE 7
	SINGLE TANDEM NETWORK	SEE PAGE 21
	TANDEM ORIGINATING TRUNK GROUP	SEE PAGE 23
	END OFFICE/ TANDEM SWITCHING SYSTEM	SEE PAGE 10
	CORD SWITCHBOARD TO TANDEM TRUNK GROUP	SEE FIG. 3
	DESK TO TANDEM TRUNK GROUP	SEE FIG. 3
	END OFFICE TO TANDEM TRUNK GROUP	SEE FIG. 3
	POSITION SYSTEM TO TANDEM TRUNK GROUP	SEE FIG. 3
	TANDEM/SWITCHBOARD TO TANDEM TRUNK GROUP	SEE FIG. 3
	TOLL TANDEM TRUNK GROUP	SEE PAGE 24
	TANDEM- END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 23
	TANDEM-TANDEM 2-WAY TRUNK GROUP	SEE FIG. 3
	END OFFICE- TANDEM/SWITCHBOARD 2-WAY TRUNK GROUP	SEE FIG. 3
	TANDEM/SWITCHBOARD- END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 23
	TANDEM/SWITCHBOARD- TANDEM 2-WAY TRUNK GROUP	SEE FIG. 3
	TANDEM/SWITCHBOARD-TANDEM/SWITCHBOARD 2-WAY TRUNK GROUP	SEE FIG. 3
	TANDEM/SWITCHBOARD TO END OFFICE TRUNK GROUP	SEE FIG. 3
	TANDEM/SWITCHBOARD TO TANDEM TRUNK GROUP	SEE FIG. 3
	TANDEM TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
	TANDEM TO CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
	TANDEM TO DESK TRUNK GROUP	SEE FIG. 3
	TANDEM TO END OFFICE TRUNK GROUP	SEE FIG. 3
	TANDEM TO TRUNK CONCENTRATOR TRUNK GROUP	SEE FIG. 3
	TANDEM TC TANDEM TRUNK GROUP	SEE FIG. 3
	TELCO SWITCHING SYSTEM	SEE PAGE 23
	TERMINAL OFFICE	WITHDRAWN
	TERMINATING SECTOR TANDEM	SEE PAGE 23
	TRAFFIC THEORY	SEE PAGE 25
	THIRD-LADDER ROUTING	SEE PAGE 23
	HOLDING TIME	SEE PAGE 11
	TIME TRUNK GROUP	SEE PAGE 23
	TIME-CONSISTENT BUSY HOUR	SEE PAGE 24
	TIME-CONSISTENT LOAD-SET	SEE PAGE 24
	TOLL ACCESS (MACHINE) TRUNK GROUPS	SEE PAGE 24
	TOLL ACCESS (OPERATOR) TRUNK GROUPS	SEE PAGE 24
	TOLL CENTER	SEE PAGE 24
	TOLL CENTER AREA	SEE PAGE 24
	TOLL COMPLETING TRUNK GROUPS	SEE PAGE 24
	TOLL CONNECTING TRUNK GROUPS	SEE PAGE 24
	TOLL MESSAGE NETWORK	SEE PAGE 24
	TOLL NETWORK	SEE PAGE 24
	TOLL POINT	SEE PAGE 24
	TOLL SWITCHER	SEE PAGE 24
	TOLL SWITCHING SYSTEM	SEE PAGE 24
	TOLL SWITCHING TRUNK GROUP	SEE PAGE 24
	TOLL TANDEM	WITHDRAWN
	TOLL TANDEM TRUNK GROUP	SEE PAGE 24
	TOLL TRAFFIC	SEE PAGE 24
	END-TO-END TOLL TRUNK GROUP	SEE PAGE 10
	END OFFICE TOLL TRUNK GROUP	WITHDRAWN
	TOLL COMPLETING AND TOLL SWITCHING COMBINED TRUNK GROUP	SEE PAGE 24

TERM		REFER TO
TOLL COMPLETING AND	TOLL SWITCHING COMBINED TRUNK GROUP	SEE PAGE 24
	TRAFFIC	SEE PAGE 24
	CARRIED	SEE PAGE 6
	COMBINED-OVERFLOW	SEE PAGE 8
DIRECT SERVICES DIALING	TRAFFIC	SEE PAGE 9
	FIRST-ROUTE	SEE PAGE 11
	FREE SERVICE	SEE PAGE 11
	LOCAL	SEE PAGE 14
	NO-CHARGE	SEE PAGE 15
	NONRANDOM	SEE PAGE 15
	OFFERED	SEE PAGE 16
	OVERFLOW	SEE PAGE 17
	PEAKED	SEE PAGE 17
	POINT-TO-POINT	SEE PAGE 17
	POISSON	SEE PAGE 17
	PRIMARY	SEE PAGE 18
	RANDOM	SEE PAGE 18
ROUTE-ADVANCED OVERFLOW	TRAFFIC	SEE PAGE 19
	SMOOTH	SEE PAGE 21
	SWITCHED	SEE PAGE 22
	SWITCHED-OVERFLOW	SEE PAGE 22
	TOLL	SEE PAGE 24
	TRAFFIC CHARACTERISTIC	SEE PAGE 24
	TRAFFIC CLASS	SEE PAGE 24
	TRAFFIC ITEM	SEE PAGE 24
	TRAFFIC ITEM ALTERNATE ROUTE	SEE PAGE 24
	TRAFFIC ITEM BASE LOAD	SEE PAGE 25
	TRAFFIC ITEM BASE METHOD	SEE PAGE 25
	TRAFFIC PARCEL	SEE PAGE 25
	TRAFFIC STREAM	SEE PAGE 25
	TRAFFIC THEORY	SEE PAGE 25
	TRAFFIC USE CODE	SEE PAGE 25
SPECIAL OPERATOR SERVICES	TRAFFIC (SOST)	SEE PAGE 21
	ROUTE	TRANSFER
	SIGNAL	TRANSFER POINT (STP)
		TRANSLATION
		TRAP CIRCUIT
		TRIANGULAR ALTERNATE ROUTING
		TRIBUTARY
	FOREIGN	TRIBUTARY
	SWITCHING	TRIBUTARY
		TRUE AVERAGE CARRIED LOAD
		TRUE AVERAGE OFFERED LOAD
		TRUE AVERAGE OVERFLOW LOAD
		TRUE OFFERED LOAD
		TRUNK
	MESSAGE	TRUNK
	SPECIAL SERVICE	TRUNK
		TRUNK BASE
	LAST	TRUNK BUSY (LTB)
	LAST	TRUNK CCS (LTCCS)
		TRUNK CONCENTRATOR
END OFFICE TO	TRUNK CONCENTRATOR TRUNK GROUP	SEE FIG. 3
TANDEM TO	TRUNK CONCENTRATOR TRUNK GROUP	SEE FIG. 3
	TRUNK CONCENTRATOR TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
	TRUNK CONCENTRATOR TO CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
	TRUNK CONCENTRATOR TO DESK TRUNK GROUP	SEE FIG. 3
	TRUNK GROUP	SEE PAGE 25
VACANT CODE	TRUNK GROUP	SEE PAGE 26
	TRUNK GROUP ALTERNATE ROUTE	SEE PAGE 25
	TRUNK GROUP BASE LOAD	SEE PAGE 25
	TRUNK GROUP BASE METHOD	SEE PAGE 26
	TRUNK OCCUPANCY	SEE PAGE 26
	TRUNK SUBGROUP	SEE PAGE 26
	TRUNKING DATA	SEE PAGE 26
	TRUNKING EFFICIENCY RATIO	SEE PAGE 26
	TRUNKING ENTITY	SEE PAGE 26
EQUIVALENT RANDOM	TRUNKS	SEE PAGE 10
	ALL	TRUNKS BUSY (ATB)
		SEE PAGE 5

TERM	REFER TO
TRUNKS-IN-SERVICE	SEE PAGE 26
TRUNKS-INTENDED	SEE PAGE 26
TRUNKS-PLANNED	SEE PAGE 26
TRUNKS-PRESET	SEE PAGE 26
TRUNKS-REQUIRED	SEE PAGE 26
ALTERNATE ROUTE FINAL	SEE PAGE 5
ANNOUNCEMENT	SEE PAGE 5
AUGMENTED HIGH-USAGE	WITHDRAWN
BYPASS	SEE PAGE 6
CALL-BACK	SEE PAGE 6
CAMA OFFICE TO CAMA OPERATOR DESK	WITHDRAWN
CC IS	SEE PAGE 7
COIN SUPERVISORY	SEE PAGE 7
COIN ZONE	SEE PAGE 7
COMBINED-OVERFLOW FINAL	SEE PAGE 8
COMMON FINAL	SEE PAGE 8
CORD SWITCHBOARD/TANDEM- END OFFICE 2-WAY	SEE PAGE 8
CORD SWITCHBOARD TO END OFFICE	SEE FIG. 3
CORD SWITCHBOARD TO TANDEM	SEE FIG. 3
CORD SWITCHBOARD TO CORD SWITCHBOARD	SEE FIG. 3
CUSTOMER DIAL INSTRUCTION	WITHDRAWN
DESK TO END OFFICE	SEE FIG. 3
DESK TO TANDEM	SEE FIG. 3
DIRECT FINAL	SEE PAGE 9
DIRECTORY ASSISTANCE	SEE PAGE 9
DIVIDED	SEE PAGE 9
EMERGENCY SERVICE	SEE PAGE 9
END-TO-END TOLL	SEE PAGE 10
END OFFICE TOLL	WITHDRAWN
END OFFICE- CORD SWITCHBOARD 2-WAY	SEE FIG. 3
END OFFICE- TANDEM 2-WAY	SEE FIG. 3
END OFFICE- TANDEM/SWITCHBOARD 2-WAY	SEE FIG. 3
END OFFICE- END OFFICE 2-WAY	SEE FIG. 3
END OFFICE TO ANNOUNCEMENT SYSTEM	SEE FIG. 3
END OFFICE TO CORD SWITCHBOARD	SEE FIG. 3
END OFFICE TO DESK	SEE FIG. 3
END OFFICE TO TANDEM	SEE FIG. 3
END OFFICE TO TRUNK CONCENTRATOR	SEE FIG. 3
END OFFICE TO END OFFICE	SEE FIG. 3
EXPEDIENT	SEE PAGE 10
FINAL	SEE PAGE 11
FIRST-CHOICE	SEE PAGE 11
FULL DIRECT	SEE PAGE 11
FULL GROUP	SEE PAGE 11
GRADE-OF-SERVICE	SEE PAGE 11
HIGH-USAGE	SEE PAGE 11
INDIVIDUAL FINAL	SEE PAGE 12
INFORMATION	SEE PAGE 12
INTERCEPT	SEE PAGE 12
INTERMARKER	SEE PAGE 12
INTERMEDIATE HIGH-USAGE	SEE PAGE 12
INTRA-CORD SWITCHBOARD	SEE FIG. 3
INTRAOFFICE	SEE PAGE 13
INWARD OPERATOR	SEE PAGE 13
JUNCTOR	SEE PAGE 13
LAST-CHOICE	SEE PAGE 13
LEAVE-WORD	SEE PAGE 13
MAINTENANCE	SEE PAGE 14
MANUAL	WITHDRAWN
MESSAGE	SEE PAGE 14
MISCELLANEOUS	SEE PAGE 14
MOBILE	SEE PAGE 14
NO-TEST	SEE PAGE 15
NON-NETWORK	WITHDRAWN
NONALTERNATE ROUTE	SEE PAGE 15
OFFICIAL PBX	SEE PAGE 16
OFFICIAL	SEE PAGE 16
ONLY-ROUTE	SEE PAGE 16

TERM	REFER TO
OPERATOR ASSISTANCE TRUNK GROUP	SEE PAGE 16
OPERATOR JUNCTOR TRUNK GROUP	SEE PAGE 16
OPERATOR OFFICE TRUNK GROUP	SEE PAGE 16
ORDER WIRE TRUNK GROUP	WITHDRAWN
OTHER MISCELLANEOUS TRUNK GROUP	WITHDRAWN
PARALLEL PROTECTIVE HIGH USAGE TRUNK GROUP	SEE PAGE 17
PEG COUNT TRUNK GROUP	WITHDRAWN
PERMANENT SIGNAL TRUNK GROUP	SEE PAGE 17
PLANT DEPARTMENT TRUNK GROUP	SEE PAGE 17
POSITION SYSTEM TO TANDEM TRUNK GROUP	SEE FIG. 3
PRIMARY HIGH-USAGE TRUNK GROUP	SEE PAGE 18
PRIMARY INTERTOLL TRUNK GROUP	SEE PAGE 18
PROBABILITY ENGINEERED TRUNK GROUP	SEE PAGE 18
PUBLIC ANNOUNCEMENT TRUNK GROUP	SEE PAGE 18
RATE-AND-ROUTE TRUNK GROUP	SEE PAGE 18
RECORDING COMPLETING TRUNK GROUP	SEE PAGE 19
REPAIR SERVICE TRUNK GROUP	SEE PAGE 19
RESTRICTIVE HIGH-USAGE TRUNK GROUP	WITHDRAWN
ROUTE-ADVANCED FINAL TRUNK GROUP	SEE PAGE 19
SECONDARY INTERTOLL TRUNK GROUP	SEE PAGE 20
SERVICE CODE TRUNK GROUP	WITHDRAWN
SPECIAL TRUNK GROUP	SEE PAGE 21
SWITCHED-OVERFLOW FINAL TRUNK GROUP	SEE PAGE 22
TANDEM ORIGINATING TRUNK GROUP	SEE PAGE 23
TANDEM- END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 23
TANDEM-TANDEM 2-WAY TRUNK GROUP	SEE FIG. 3
TANDEM/SWITCHBOARD- END OFFICE 2-WAY TRUNK GROUP	SEE PAGE 23
TANDEM/SWITCHBOARD- TANDEM 2-WAY TRUNK GROUP	SEE FIG. 3
TANDEM/SWITCHBOARD-TANDEM/SWITCHBOARD 2-WAY TRUNK GROUP	SEE FIG. 3
TANDEM/SWITCHBOARD TO END OFFICE TRUNK GROUP	SEE FIG. 3
TANDEM/SWITCHBOARD TO TANDEM TRUNK GROUP	SEE FIG. 3
TANDEM TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
TANDEM TO CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
TANDEM TO DESK TRUNK GROUP	SEE FIG. 3
TANDEM TO END OFFICE TRUNK GROUP	SEE FIG. 3
TANDEM TO TRUNK CONCENTRATOR TRUNK GROUP	SEE FIG. 3
TANDEM TO TANDEM TRUNK GROUP	SEE FIG. 3
TIME TRUNK GROUP	SEE PAGE 23
TOLL SWITCHING TRUNK GROUP	SEE PAGE 24
TOLL TANDEM TRUNK GROUP	SEE PAGE 24
TOLL COMPLETING AND TOLL SWITCHING COMBINED TRUNK GROUP	SEE PAGE 24
TRUNK CONCENTRATOR TO ANNOUNCEMENT SYSTEM TRUNK GROUP	SEE FIG. 3
TRUNK CONCENTRATOR TO CORD SWITCHBOARD TRUNK GROUP	SEE FIG. 3
TRUNK CONCENTRATOR TO DESK TRUNK GROUP	SEE FIG. 3
TSP UNIT TO TSP POSITION TRUNK GROUP	WITHDRAWN
VERIFICATION TRUNK GROUP	SEE PAGE 26
VOICE STORAGE TRUNK GROUP	SEE PAGE 27
WEATHER TRUNK GROUP	SEE PAGE 27
TRUNK GROUP DATA	SEE PAGE 26
ADMINISTRATIVE TRUNK GROUPS	SEE PAGE 5
AUXILIARY SERVICE TRUNK GROUPS	SEE PAGE 5
INTER-END OFFICE TRUNK GROUPS	SEE PAGE 12
INTERLOCAL TRUNK GROUPS	SEE PAGE 12
INTEROFFICE TRUNK GROUPS	SEE PAGE 12
INTERTANDEM TRUNK GROUPS	SEE PAGE 12
INTERTOLL TRUNK GROUPS	SEE PAGE 12
INTRA-END OFFICE TRUNK GROUPS	SEE FIG. 3
INTRATANDEM TRUNK GROUPS	SEE FIG. 3
OPERATOR CONNECTING TRUNK GROUPS	SEE PAGE 16
SWITCHBOARD ACCESS TRUNK GROUPS	SEE PAGE 22
SWITCHBOARD COMPLETING TRUNK GROUPS	SEE PAGE 22
TANDEM ACCESS TRUNK GROUPS	SEE PAGE 23
TANDEM COMPLETING TRUNK GROUPS	SEE PAGE 23
TANDEM CONNECTING TRUNK GROUPS	SEE PAGE 23
TOLL ACCESS (MACHINE) TRUNK GROUPS	SEE PAGE 24
TOLL ACCESS (OPERATOR) TRUNK GROUPS	SEE PAGE 24
TOLL COMPLETING TRUNK GROUPS	SEE PAGE 24
TOLL CONNECTING TRUNK GROUPS	SEE PAGE 24

TERM	REFER TO
EMERGENCY TRUNK GROUP (911)	SEE PAGE 10
TSP UNIT TO TSP POSITION TRUNK GROUP	WITHDRAWN
TSP UNIT TO TSP POSITION TRUNK GROUP	WITHDRAWN
U	
MESSAGE UNIT	SEE PAGE 26
SWITCHING UNIT	SEE PAGE 14
MULTIMESSAGE UNIT (MMU)	WITHDRAWN
UNSTEADY LOAD	SEE PAGE 14
USAGE (U)	SEE PAGE 26
TRAFFIC USE CODE	SEE PAGE 25
V	
VACANT CODE	SEE PAGE 26
VACANT CODE TRUNK GROUP	SEE PAGE 26
VARIABLE CIRCUIT DIVISION	WITHDRAWN
VARIANCE-TO-MEAN RATIO	SEE PAGE 26
DAY-TO-DAY VARIATION	SEE PAGE 8
SYSTEMATIC VARIATION	SEE PAGE 22
VERIFICATION TRUNK GROUP	SEE PAGE 26
VOICE STORAGE TRUNK GROUP	SEE PAGE 27
W	
WEATHER TRUNK GROUP	SEE PAGE 27
STUDY WEEK	SEE PAGE 22
WEIGHTED BLOCKING RATIO	SEE PAGE 27
ORDER WIRE TRUNK GROUP	WITHDRAWN
Y	
BASE YEAR	SEE PAGE 6
BASE YEAR END (BYE)	SEE PAGE 6
Z	
PATE ZONE	SEE PAGE 18
ZONE REGISTRATION	SEE PAGE 27
COIN ZONE TRUNK GROUP	SEE PAGE 7