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THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY

Washington, D. C., September 25, 1951

WASHINGTON D. C., TOLL RESTORATION PLANS

Mr G Rogers
Chief Eng Man
Richmond Va

TO ALL HOLDERS OF TOLL RESTORATION PLAN BINDERS:

The existing Toll Restoration Plans have been reviewed with respect to what effect the progress of the Toll Dispersal Plan projects will have on them during the period from October 1, 1951 to March 1, 1952.

The toll dispersal plan involves reterminating at three new suburban offices certain facilities now terminating at either the No. 1 or No. 2 toll offices (principally the No. 2 Toll office). Added facilities for growth are also being provided at the suburban tandem switching centers. From the toll circuit standpoint, dispersal is being accomplished by (1) cutting selected cable facilities in and out of the three suburban offices while the toll circuits continue to operate to the original terminal office until (2) the installation of the toll terminal and switching facilities is completed at the new suburban tandem offices, when (3) the toll cable facilities will be cut into the new terminal equipment in the suburban switching centers on a progressive basis.

Briefly, from an overall operating standpoint, the toll dispersal plan involves discontinuing the outward manual 3-B Tandem at the No. 2 Toll Office and spreading this outward business over the three suburban tandems on a mechanical switching basis. About 40% of the inward trunks at Toll No. 2 are being dispersed to the three suburban tandem switching centers and the several trunk groups increased as required by growth. A network of toll tandem and toll completing trunks is being established between the decentralized operating centers and the tandem switching centers, giving multiple toll access both inward and outward.

From October 1, 1951 on, as the decentralization work progresses, our position in respect to availability of toll message service progressively improves and the need for detailed restoration plans progressively diminishes.

The attached supplements are issued modifying the Central Office Toll Restoration Plans and should be filed with the respective plans.

H. R. Hampton

General Plant Supervisor

October 1, 1951

WASHINGTON, D.C.
TOLL RESTORATION PLAN NO. 1 - SUPPLEMENT

The basic restoration plan was prepared on the basis that intertoll trunks are terminated only at the 725 13th Street and the 1420 Columbia Road toll offices in Washington. It assumes that the 725 13th Street building was destroyed and is designed to meet the Bell System's objectives of (1) providing an immediate outlet, (2) within a period of 3-4 hours providing means of handling 5-10% of the normal busy hour terminating (in and out) traffic load and (3) within a few days providing facilities to handle 50-60% of normal busy hour load on a delayed basis.

Between the latter part of September, 1951 and March 1, 1952 a toll dispersal project will be in progress which will modify the basic plan. This supplement describes the conditions existing during the transition period and is designed to assist in restoration work.

The toll dispersal plan involves reterminating at three new suburban offices certain facilities now terminating at either the No. 1 or No. 2 toll offices (principally the No. 2 Toll office). Added facilities for growth are also being provided at the suburban tandem switching centers. From the toll circuit standpoint, dispersal is being accomplished by (1) cutting selected cable facilities in and out of the three suburban offices while the toll circuits continue to operate to the original terminal office until (2) the installation of the toll terminal and switching facilities is completed at the new suburban tandem offices, when (3) the toll cable facilities will be cut into the new terminal equipment in the suburban switching centers on a progressive basis.

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From October 1, 1951 on, as the decentralization work progresses, our position in respect to availability of toll message service progressively improves and the need for detailed restoration plans progressively diminishes.

During September, October and November 1951, three new toll offices are to be established at Arlington, Silver Spring and Hyattsville to handle terminating (in and out) toll message traffic. Some of the intertoll and toll connecting trunks now terminated at the 13th Street or Columbia Road toll offices will be reterminated at these new offices.

By the end of February 1952, approximately 40% of the outward and 30% of the inward toll traffic in the Washington Area will be handled via the three suburban tandem offices on a day-to-day basis. The Columbia Road toll office will be handling about 10% of the inward toll traffic at this time. Consequently, by the end of February 1952, about 40% of the terminating toll traffic in the Washington Area will be on an automatic dial basis via offices other than the 725 13th Street installation and would not be interrupted by the destruction of that building. The new tandem centers provide access to the Bell System Toll network via, Baltimore, Chicago, New York, Philadelphia and Pittsburgh. Additional message facilities and telegraph facilities would be established at Toll No. 2 in accordance with the existing Restoration Plan No. 1 in event of such destruction.

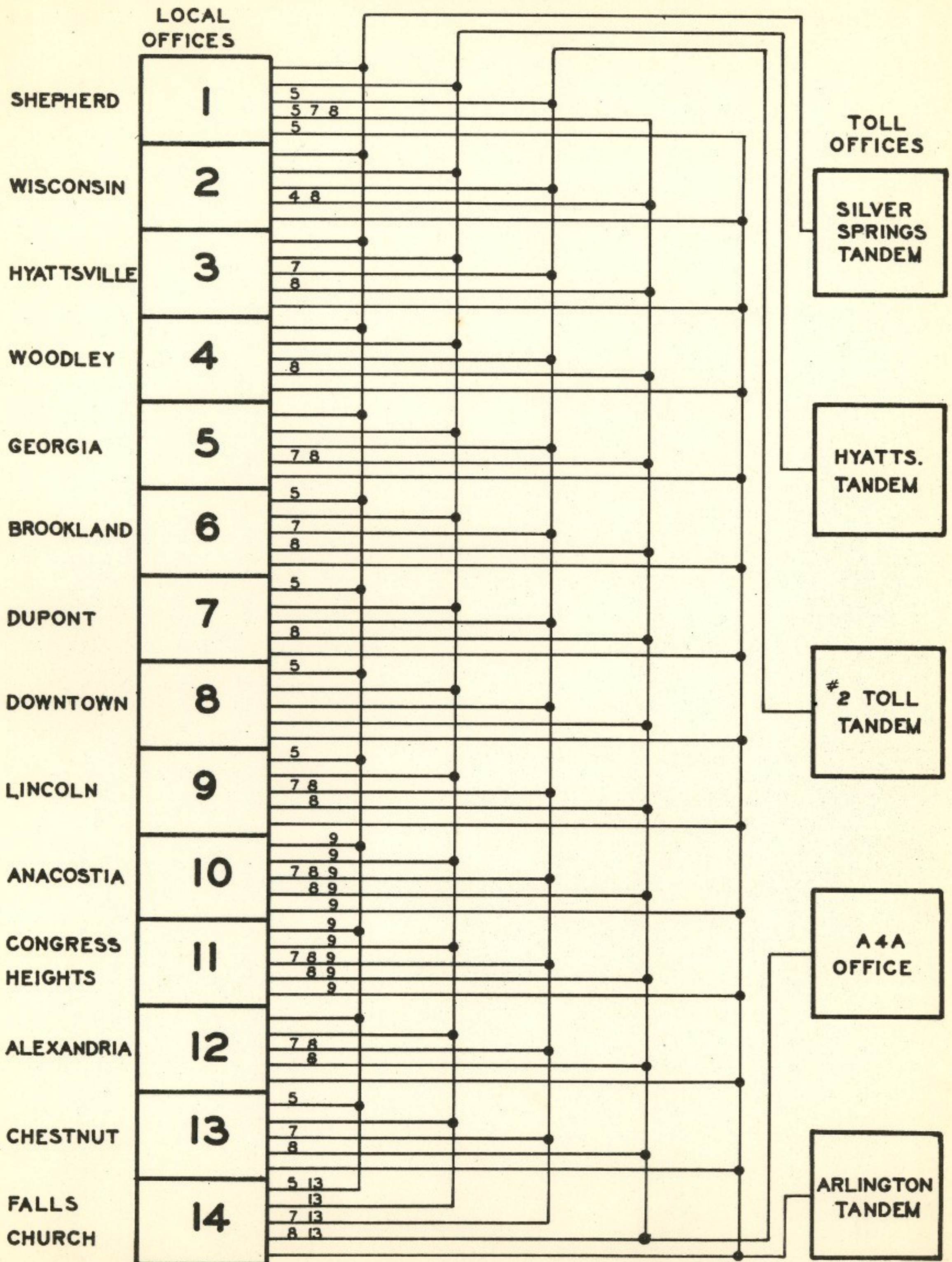
As the toll dispersal work progresses, toll Tandem and toll completing trunks will be made available between the three new toll switching centers and all operating centers. Charts 1 and 2 attached show the routing of all Toll Tandem and Tandem Completing Trunks. In case of destruction of any of the five toll switching centers or an intervening local central office, these charts should be used to determine the Toll Connecting trunks that might be involved in the disaster and point the way to the procedure in restoring service on affected routes.

As the toll dispersal project approaches completion all outward toll boards will have access to at least four of the toll centers. As an additional safeguard, through trunk routes via principal centers such as the Downtown and Dupont offices are being spliced through in the underground cable instead of being brought into the distributing frames.

Upon completion of the dispersal project this plan will be revised and reissued.

SERVICE RESTORATION PLAN

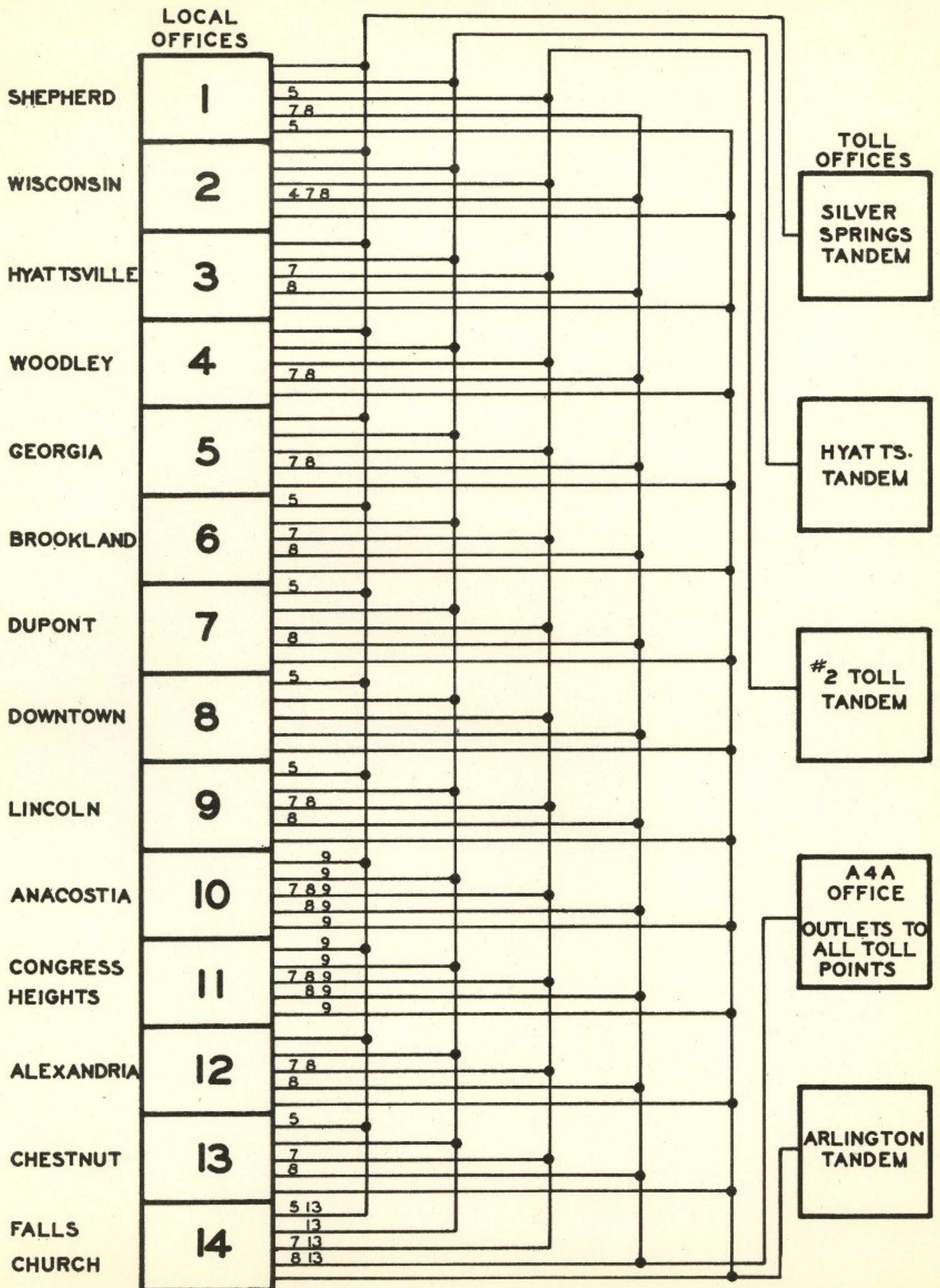
TANDEM COMPLETING TRUNK ROUTES



NOTE - NUMBERS INDICATE THE LOCAL OFFICES THROUGH WHICH TRUNK GROUP FEEDS

SERVICE RESTORATION PLAN

TANDEM TRUNK ROUTES FROM DECENTRALIZED TOLL BOARDS



NOTE- NUMBERS INDICATE THE LOCAL OFFICES THROUGH WHICH TRUNK GROUP FEEDS

October 1, 1951

WASHINGTON, D. C.
TOLL RESTORATION PLAN NO. 2 - SUPPLEMENT

The basic restoration plan was prepared on the basis that intertoll trunks are terminated only at the 725-13th Street and the 1420 Columbia Road toll offices in Washington. It assumes that the 1420 Columbia Road building was destroyed and designed to meet the basic Bell System restoration requirements of (1) providing an immediate outlet, (2) within a period of 3-4 hours providing means of handling 5-10% of the normal busy hour terminating (in and out) traffic load and (3) within a few days providing facilities to handle 50-60% of normal busy hour load on a delayed basis.

Between the latter part of September, 1951 and March 1, 1952 a toll dispersal project will be progress which will modify the basic plan. This supplement describes the conditions existing during the transition period and is designed to assist in restoration work.

The toll dispersal plan involves reterminating at three new suburban offices certain facilities now terminating at either the No. 1 or No. 2 toll offices (principally the No. 2 Toll office). Added facilities for growth are also being provided at the suburban tandem switching centers. From the toll circuit standpoint, dispersal is being accomplished by (1) cutting selected cable facilities in and out of the three suburban offices while the toll circuits continue to operate to the original terminal office until (2) the installation of the toll terminal and switching facilities is completed at the new suburban tandem offices, when (3) the toll cable facilities will be cut into the new terminal equipment in the suburban switching centers on a progressive basis.

Briefly, from an overall operating standpoint, the toll dispersal plan involves discontinuing the outward manual 3-B Tandem at the No. 2 Toll Office and spreading this outward business over the three suburban tandems on a mechanical switching basis. About 40% of the inward trunks at Toll No. 2 are being dispersed to the three suburban tandem switching centers and the several trunk groups increased as required by growth. A network of toll tandem and toll completing trunks is being established between the decentralized operating centers and the tandem switching centers, giving multiple toll access both inward and outward.

From October 1, 1951 on, as the decentralization work progresses, our position in respect to availability of toll message service progressively improves and the need for detailed restoration plans progressively diminishes.

Since the No. 1 Toll office normally handles approximately 60% of the Washington Toll terminating (in and out) traffic, the basic requirements set forth in the first paragraph of this supplement are automatically met without any restoration activity. However, the loss of the No. 2 office would disable large numbers of Baltimore, Philadelphia, New York, Pittsburgh and Chicago trunks and these groups carry heavy traffic loads. Consequently until additional facilities can be made available between the No. 1 Toll office and these cities, only about 40-50% of the offered business could be handled. This restoration plan provides for retermination at the No. 1 Toll office of sufficient trunks to these cities to build up the traffic handling capacity to over 60% of normal traffic.

With the establishment of the decentralized toll offices at Arlington, Silver Spring and Hyattsville in September, October and November, 1951, large numbers of Baltimore, Chicago, Philadelphia, Pittsburgh and New York trunks originally terminating in No. 2 Toll are reterminated at the suburban offices and the loss of No. 2 Toll office becomes of diminished importance as the trunks are progressively reterminated. By March 1, 1952, the 3-B Tandem at No. 2 Toll will be discontinued and this office will be of little significance as an outward toll switching center. A certain portion of incoming traffic will still be handled by the No. 2 Toll office but a substantial number of present incoming trunks will be reterminated at the suburban tandem offices.

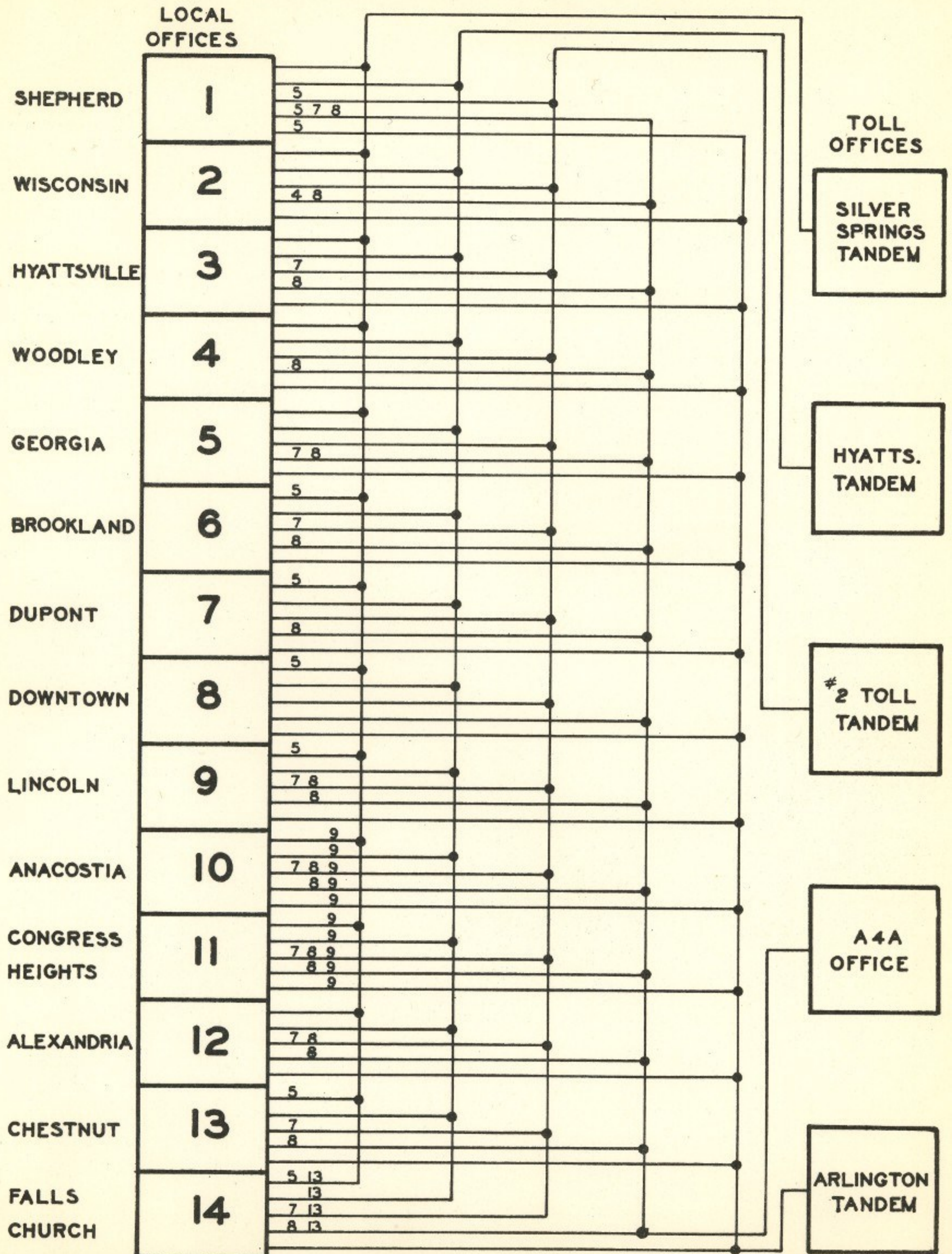
As the toll dispersal work progresses, toll Tandem and toll completing trunks will be made available between the three new toll switching centers and all operating centers. Charts 1 and 2 attached show the routing of all Toll Tandem and Tandem Completing Trunks. In case of destruction of any of the five toll switching centers or an intervening local central office, these charts should be used to determine the Toll Connecting trunks that might be involved in the disaster and point the way to the procedure in restoring service on affected routes.

As the toll dispersal project approaches completion all outward toll boards will have access to at least four of the toll centers. As an additional safeguard, through trunk routes via principal centers such as the Downtown and Dupont offices are being spliced through in the underground cable instead of being brought into the distributing frames.

Upon completion of the dispersal project this plan will be revised and reissued.

SERVICE RESTORATION PLAN

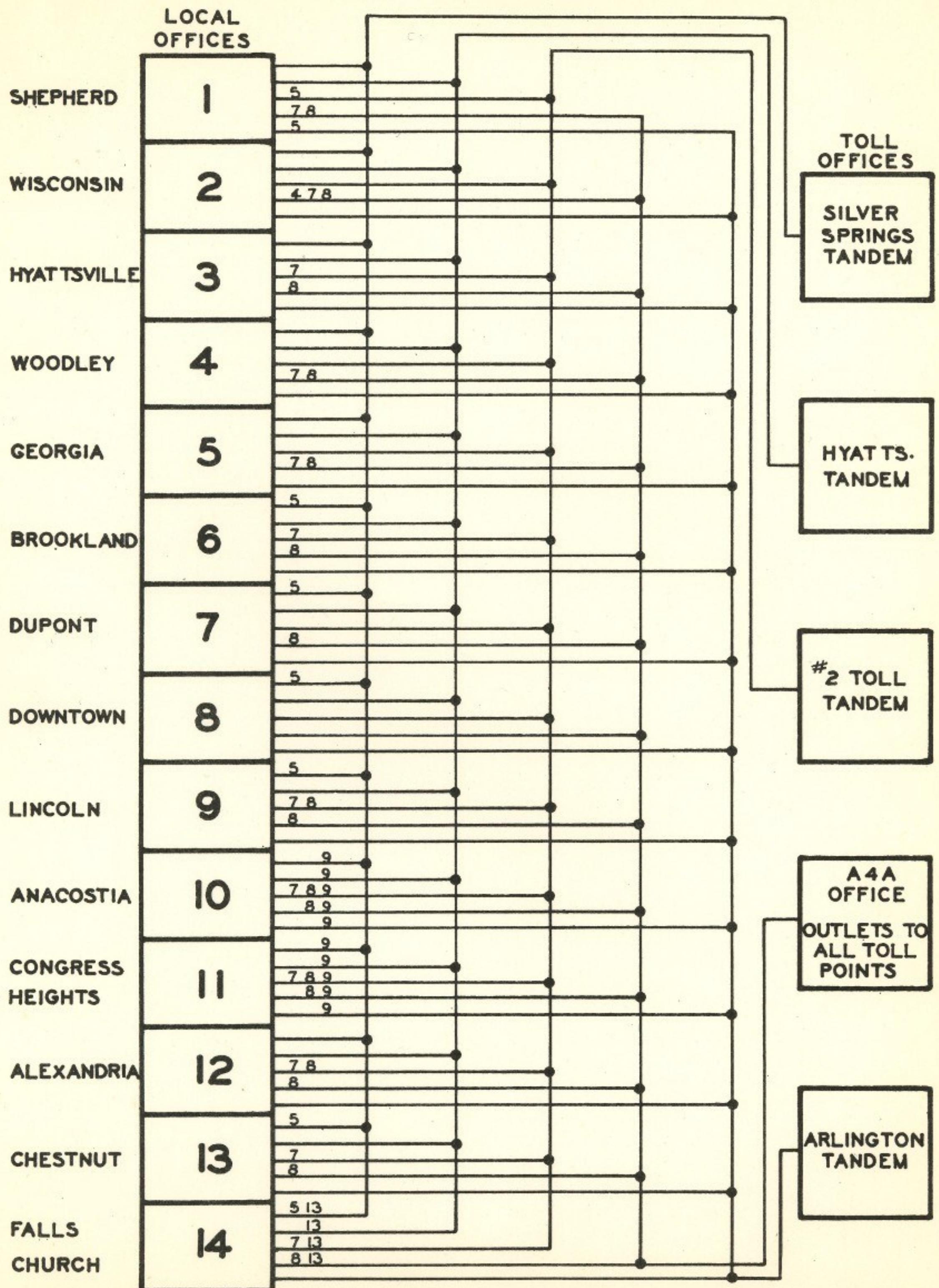
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October 1, 1951

WASHINGTON, D.C.
TOLL RESTORATION PLAN NO. 3 - SUPPLEMENT

In the event of the destruction of the No. 1 and No. 2 Toll Offices at Washington, the basic plan provides for an initial and immediate outlet of eight trunks, Hyattsville to Laurel and the provision within a few hours of 67 additional trunks from Hyattsville, Chestnut and Wisconsin to Annapolis, Baltimore, Richmond and Frederick. Additional trunks north and south can be made available by extensive plant rearrangements within a period of a few days.

Between the latter part of September 1951 and March 1, 1952 a toll dispersal project will be in progress which will modify and eventually supersede this plan. This supplement describes the conditions existing during the transition period and is designed to assist in restoration work.

The toll dispersal plan involves reterminating at three new suburban offices certain facilities now terminating at either the No. 1 or No. 2 toll offices (principally the No. 2 Toll office). Added facilities for growth are also being provided at the suburban tandem switching centers. From the toll circuit standpoint, dispersal is being accomplished by (1) cutting selected cable facilities in and out of the three suburban offices while the toll circuits continue to operate to the original terminal office until (2) the installation of the toll terminal and switching facilities is completed at the new suburban tandem offices, when (3) the toll cable facilities will be cut into the new terminal equipment in the suburban switching centers on a progressive basis.

Briefly, from an overall operating standpoint, the toll dispersal plan involves discontinuing the outward manual 3-B Tandem at the No. 2 Toll Office and spreading this outward business over the three suburban tandems on a mechanical switching basis. About 40% of the inward trunks at Toll No. 2 are being dispersed to the three suburban tandem switching centers and the several trunk groups increased as required by growth. A network of toll tandem and toll completing trunks is being established between the decentralized operating centers and the tandem switching centers, giving multiple toll access both inward and outward.

From October 1, 1951 on, as the decentralization work progresses, our position in respect to availability of toll message service progressively improves and the need for detailed restoration plans progressively diminishes.

During September, October and November, 1951, three new toll offices are to be established at Arlington, Silver Spring and Hyattsville for handling on a day by day basis some of the toll terminating traffic in the Washington Area. By the end of February 1952, these three new offices will handle approximately 40% of all terminating traffic in this area. The retermination of trunks from the No. 1 or No. 2 office will be done progressively, starting in September 1951. As these trunks are reterminated, the need for Toll Restoration Plan No. 3 diminishes. If in the interim a catastrophe occurs resulting in the destruction of both the

No. 1 and No. 2 offices, such portions of this restoration plan as may be applicable will be placed in effect and the decentralization job will be rushed to completion. By so doing, we can always provide the minimum facilities specified in this plan. Additional facilities will become available during this period as indicated below and these will supplement those provided under the basic plan.

<u>Trunks at</u>		<u>Oct. 1</u>	<u>Nov. 1</u>	<u>Dec. 1</u>	<u>Jan. 1</u>	<u>Feb. 1</u>	<u>March 1</u>	<u>June 1</u>
Arlington	IN	30	42	42	53	53	53	53
	OUT			48	48	48	48	48
Silver Spring	IN		55	55	55	55	119	128
	OUT		101	101	155	167	167	177
Hyattsville	IN			52	52	88	88	117
	OUT			56	56	152	183	183
	Total	30	198	354	419	463	658	706

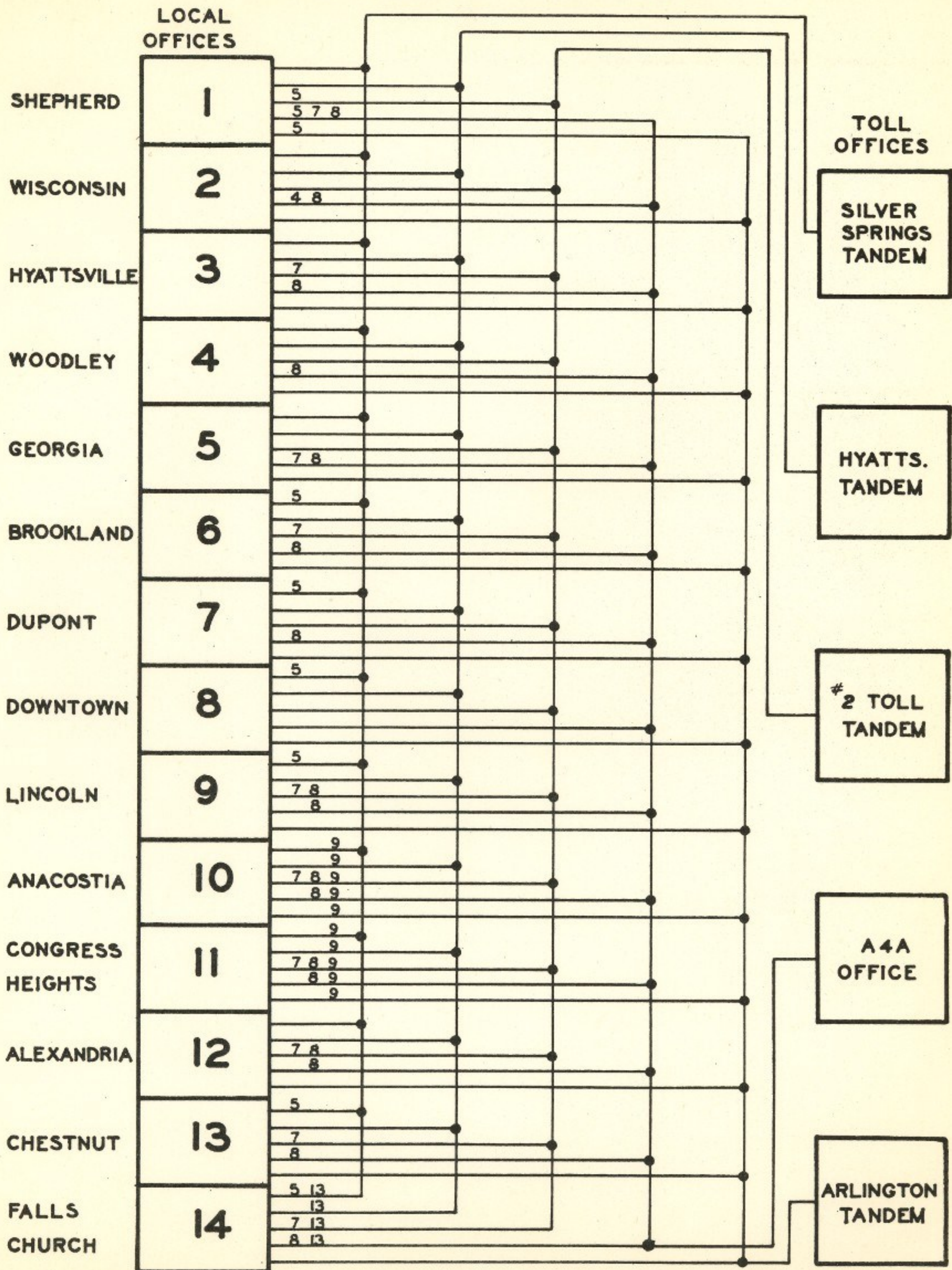
As the toll dispersal work progresses, toll tandem and toll completing trunks will be made available between the five toll offices and the various local offices. Charts 1 and 2 attached show the routing of these Toll Tandem and Tandem Completing Trunks. In case of destruction of any of the five toll offices or an intervening local central office, these charts should be used to determine the Toll Connecting trunks that might be involved in the disaster and point the way to the procedure in restoring service on affected routes.

As the toll dispersal project approaches completion all local offices and outward toll boards will have access to at least four of the toll centers; therefore the loss of a local office in general should not interrupt the trunk routes to more than one toll center. Also, as part of the dispersal project, through trunk routes via principal centers such as the Downtown and Dupont offices are being spliced through in the underground cable instead of being brought into the distributing frames as an additional safeguard.

Upon completion of the dispersal project this plan will no longer be required.

SERVICE RESTORATION PLAN

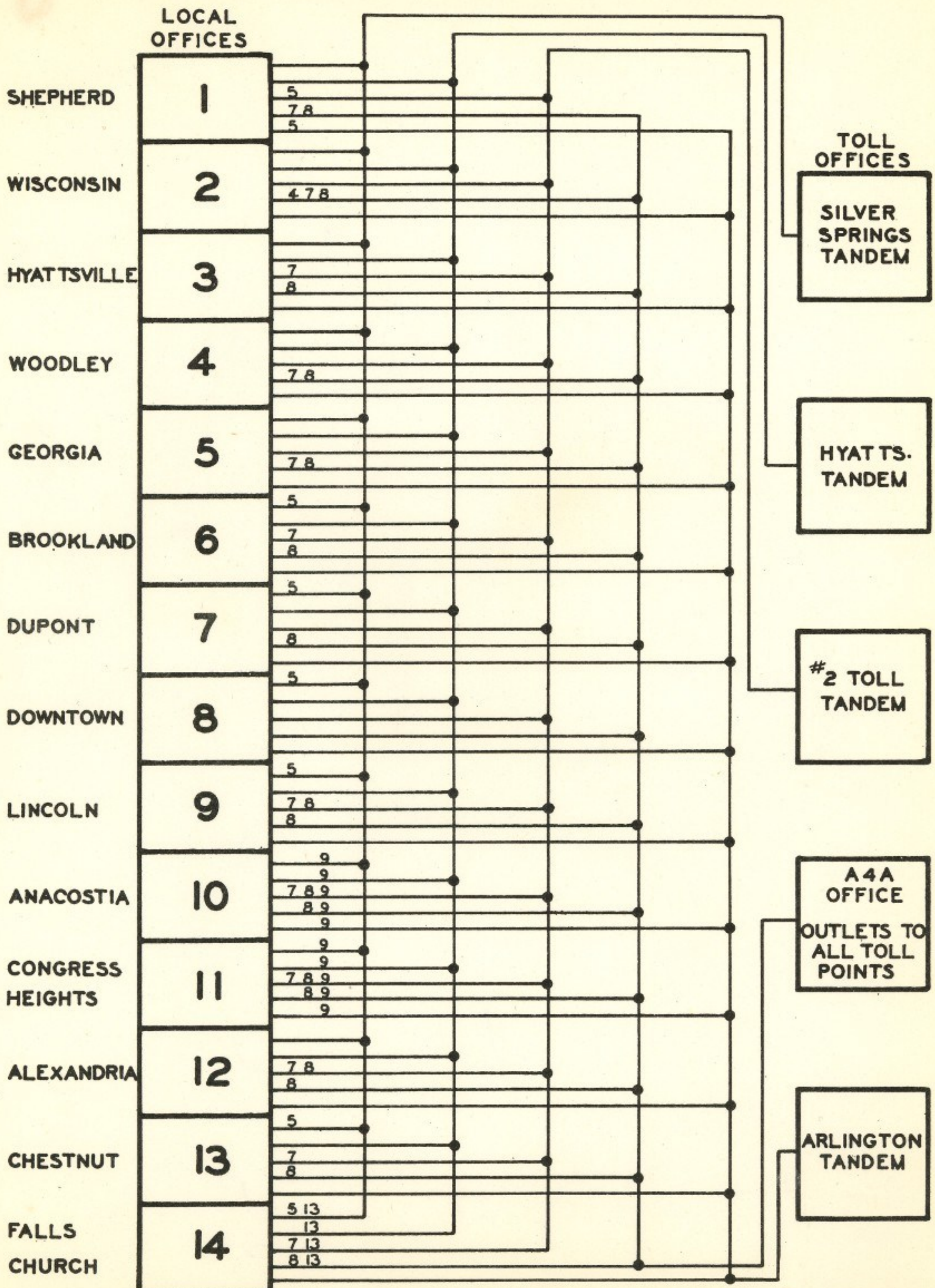
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