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A MODULAR GENERAL PURPOSE APPROACH TO THE
SIMULATION OF CONSTANT SPEED DISCRETELY
SPACED RECIRCULATING
CONVEYOR SYSTEMS

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PREFACE

This dissertation includes a feasibility study and partial development of a general purpose simulation model that can be used to study the operational aspects of constant speed discretely spaced recirculating complex conveyor systems. The study includes both a general and a detailed description and explanation of the model development which utilizes a modular format. These modules are stacked together like building blocks to construct the entire conveyor system. In order to test the feasibility of the approach and validate the model, the simulation modules are used to simulate the operation of two large manufacturing companies' recirculating conveyor systems. The simulation modules are written in General Purpose Simulation System language for the IBM 360 Model 65 computer. Source listings, flowcharts, and simulation outputs are included in this research.

The author wishes to express his appreciation to his major adviser, Dr. M. Palmer Terrell, for his guidance and assistance throughout this research. Appreciation is also expressed to the other committee members, Dr. G. T. Stevens who served as committee chairman, Prof. Frederick M. Black who stimulated the author's interest in simulation, and Dr. James E. Shamblin for his invaluable support and encouragement.

Sincere appreciation is expressed to my wife, Lana, for typing the initial and final drafts of the manuscript.

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CHAPTER I

INTRODUCTION

The principle objective of this research is to demonstrate the feasibility of a general purpose simulation model which can be used to study and develop an understanding of the operational aspects of constant speed discretely spaced recirculating complex conveyor systems. It is not the purpose of this research to develop that all-encompassing model, but only to demonstrate the feasibility of the approach.

Many industrial manufacturers use recirculating conveyor systems not only for transporting goods to various locations in the plant but also for storing goods and for smoothing out irregularities in the flow of goods to loading and unloading stations. There are many types of recirculating conveyor systems, such as: drag line or tow line conveyors, bucket conveyors, overhead mono-rails, suspended tray conveyors, trolley conveyors, carrouseles, and towveyors. Regardless of the basic type, all are typified by running at a constant speed, having discretely spaced hooks or dogs, and recirculating or forming a closed loop. All are often referred to as powered line conveyors.

The conveyor system in a manufacturing plant is merely a subsystem of the entire integrated system. The design of the conveyor subsystem must be carefully considered since the conveyor interacts with a great

many other subsystems of the plant. Both the mechanical and the performance aspects of its design must be dealt with. The mechanical aspects of the design problem such as conveyor dimensions, conveyor strength, frame structure, installation factors, size of the drive unit, starting loads, maximum imposed loads, and method of lubrication appear to be well understood. Solutions to these types of problems can be found with existing scientific and mathematical techniques. The performance aspects of the design problem such as capacity and utilization of the conveyor as an in-process storage device, traffic density, potential bottlenecks in the system, utilization of load and unload stations, and average queues that form at the various points are not well understood. Solutions to these types of problems can not readily be found. The combinatorial aspects of these types of problems are so large that the solution defies analytical techniques such as the direct application of numerical analysis or classical queueing theory.

Many of the performance aspects of recirculating conveyor systems are a result of relationships between and among other characteristics and parameters that are not presently understood. A search of the literature indicates that there is neither the data nor the methodology available to define these relationships or study the performance characteristics.

Research Objectives

In order to demonstrate the feasibility of a general purpose simulation model which can be used to study recirculating conveyor systems, five subobjectives were undertaken sequentially:

1. The examination and analysis of the functional components of a particular complex integrated conveyor system, with the objective of identifying the functional components and parameters of the system.
2. The identification and description of the components and parameters of the types of interfaces that do occur between the functional components of the complex recirculating conveyor system.
3. The development and encoding of a computer simulation model using a modular format to represent the functioning of the components identified in 1. and 2. above.
4. The demonstration that the "plug-in" simulation modules provide a feasible approach for building a general purpose simulation model.
5. The use of the "plug-in" simulation components to simulate the recirculating conveyor system referenced in 1., 2., and 3. above to validate the model logical construction, and further validate the simulation modules and demonstrate the feasibility of the approach by using the modules to simulate another unrelated recirculating conveyor system.

Stages of the Investigation

The investigation took place in four distinct stages. The first stage consisted of selection and study of a particular complex conveyor system. The system chosen for analysis was the warehouse distribution system of a large manufacturing company. This researcher was required to refrain from identifying the company.

The company had kindly consented to cooperate in this research, and several personal visits to the company were necessary to study the system and obtain the data about the system that was available.

The model construction and validation, the second stage, was the most time consuming. The model was encoded in General Purpose Simulation System (GPSS), simulated, and validated in the Oklahoma State University IBM 360 Model 65 Computer.

The third stage was a simulation of the manufacturing company's conveyor system and a validation of the model by evaluating the results of the simulation.

The fourth stage was a simulation of another recirculating conveyor system of a manufacturing company which also wishes to be unnamed.

Before proceeding into a description of the first conveyor system chosen for study, a brief review of the literature will be presented.

CHAPTER II

LITERATURE REVIEW

This chapter summarizes the present state of knowledge applicable to this research by a summary of the published work that has been accomplished in the past fifteen years. Before proceeding to the literature review, a framework must be established to classify the prior research.

Classification of Conveyor Research

The type of conveyor system that has been used for study in this research is the constant speed discretely spaced recirculating conveyor system. This type of conveyor system was selected because it was believed that a general purpose simulation model could be developed to study the performance aspects of any particular constant speed discretely spaced recirculating conveyor system. The primary objective of this research is to demonstrate the feasibility of a general purpose simulation model. The three characteristics of conveyor systems studied in this dissertation will be used as a framework within which to classify prior research. Regardless of the actual form it may take such as overhead trolley, suspended tray, tow line, etc., the conveyor system must possess these three characteristics: (1) it must run or move at a constant speed, (2) it must have discretely

spaced hooks or dogs which may or may not be loaded with goods, and (3) it must be a recirculating system or it must form one or more closed loops in which goods placed on the conveyor can pass a given point in the system more than once. If a particular conveyor system lacks one or more of these characteristics, it can not be analyzed or studied by the research approach presented in this study.

The first necessary characteristic that a conveyor system must possess is it must run at a constant speed. The so called "power and free" type conveyors do not meet this requirement because the hooks or dogs may be stopped at locations along the conveyor for random periods of time. Also large systems which consist of many subsystems that move at different speeds do not meet this requirement.

The second necessary characteristic is the conveyor must consist of discretely spaced hooks or dogs which may or may not be loaded. This means that the distance between adjacent hooks of the conveyor is a constant. Let k be the constant distance between adjacent hooks. Then the loads on the hooks would occur at spacings of nk where n is an integer random variable ($n = 1, 2, 3, 4, \dots$). Most endless belt conveyors do not meet this requirement. A belt load such as sand, grain, or ore would obviously not be spaced discretely but is spaced continuously along the belt. Even unit loads on an endless belt do not meet the requirement since the distance between adjacent loads is a continuous random variable. Some types of endless belt conveyors are fitted with discretely spaced dividers which means that the

belt has "hooks" or load positions which are uniformly spaced but not necessarily uniformly occupied.

The third necessary characteristic is the conveyor must recirculate or form one or more closed loops. Many types of short feeder conveyors such as endless belts, rollers, or powered rollers do not recirculate goods which fail to be removed from the conveyor but simply dump them off at the end. Large complex conveyors especially the tow line type may be used for delivery of goods to a great number of locations in a plant or a warehouse. Often these types of systems form several closed loops. In these conveyors, loaded or unloaded carts can take a variety of routes to pass a given point in the system more than once. Simple systems such as carrousel and single loop overhead trolley type continuous chain conveyors frequently form an easily recognizable single closed loop.

Prior Research

After an extensive literature review, it was evident that no researcher has attempted to study or develop the model proposed by this dissertation. The prior investigations summarized below do not in most cases relate directly to the particular conveyor system that is the subject of this study; however, all of them deal with materials handling or the various aspects of conveyor theory or application.

Probably the first to study some of the performance aspects and mechanical principles of conveyor systems was Kwo (14). The system that he studied was a recirculating overhead suspended

hook type conveyor which was fed by a single load station and unloaded by an unload station. The mathematical equations that he developed showed how to calculate limiting values of conveyor speed, capacity, and uniformity of loading. In a later study by Kwo (15), he crystallized the design problem of overhead recirculating conveyor systems and presented a method of arriving at feasible conveyor designs. He lists twelve steps in the design process which include solving mathematical equations developed by Kwo as design criteria. At about the same time Helgeson (12) was also working on the design problem of overhead recirculating conveyor systems. He developed a theory useful in the study of these conveyors which link a production system with uncertain production rate with a using system with uncertain consumption. These production and using systems were subject to severe mechanical limitations imposed by such a conveyor. He also developed a practical planning technique including the use of a nomograph to assist the conveyor systems planner in achieving a better solution to the conveyor systems design problem than by the "rule of thumb" techniques that were commonly in use.

Palm (20) and Khinchine (13) were two of the early researchers in the area of randomly spaced nonrecirculating waiting line systems who through the use of queueing theory studied the overflow problem. Their solution techniques were applied to conveyor systems by Disney (9, 10) who studied randomly spaced nonrecirculating conveyor systems as a delivery device for one and two channel unloading stations. His solution technique utilizes

multichannel ordered entry queueing theory, and he also develops system performance equations for local storages positioned between the conveyor and the unload station. In a later continuation of his work in these types of conveyor systems, Cinlar and Disney (7) study the overflow problem first examined by Palm (20) and Khinchine (13). Cinlar and Disney (7) develop a distribution of a stream of overflows from a finite queue from randomly spaced nonrecirculating conveyor systems in which the processes are Markovian. In an extension of the work of Disney (9, 10), Gupta (11) researched the use of generating functions to produce a new solution technique to the two channel queueing problem with ordered entry.

Among the first researchers to study how a conveyor affects an unload station, if the unload station is a work station, were Reis and Hatcher (24) and Reis, Dunlap, and Schneider (25). This early work was extended by Reis, Brennan, and Crisp (26) who used a Markovian type analysis for the delay at the conveyor supplied work stations. They also developed a set of work rules for the operation of the work station. In another extension of this research by Beightler and Crisp (2) the work station problem was formulated as a discrete time queueing process to improve the work rules. Crisp, Skeith, and Barnes (8) continued the work on conveyor supplied work stations using simulation.

In a more general context, Morgan (16) examines a two-link materials handling system exemplified by a set of shovels in the first link dumping material into a hopper. The hopper is emptied into a fleet of trucks that transport the material in the second link. The solution technique involves the solution of a set of simultaneous

equations dealing with system parameters.

Pritsker (16) uses both simulation and ordered entry queueing theory to examine both recirculating and nonrecirculating conveyor systems which supply more than one work station. The work stations may or may not have a local storage capacity. With respect to his work in recirculating conveyor systems, he found through simulation that when the rate of recirculation became significant, the multi-channel queueing theory no longer accurately predicts the probabilities associated with system performance parameters. In an extension of Pritsker's work, Phillips (21) and Phillips and Skeith (22) also used simulation to study randomly spaced recirculating conveyor systems. These simulation models considered the recirculation aspects of conveyor systems differently. Pritsker (16) worked with a constant delay for goods which are recirculating. Phillips and Skeith (22) force a queue to form if the recirculating conveyor is occupied which caused the recirculation delay to be a random variable rather than a constant. The remainder of this chapter includes the more recent developments in conveyor research.

Burbridge (4) used GERT to analyze a particular conveyor system which has both primary and recirculating arrivals. The conveyor system of interest has one unloading station which has a local storage. Units arrive at the loading station from an outside source or from the conveyor. If the local storage is full, the units arriving from the conveyor must recirculate and arrive again at a later time.

Agee and Cullinane (1) present a methodology for determining the transient response of a two link materials handling system. A straight line gravity feed conveyor connecting two production centers

is an example of such a system. The system is modeled as a non-recirculating, multiple source, multiple server, limited waiting space queueing process.

Brady (3) examines the effect of operator work time variability in fixed transfer and in free transfer conveyor systems. The comparisons made indicate the superiority of the free transfer system in terms of output efficiency and jig requirements under specified conditions.

The early work of Muth (17) dealt with continuous flow conveyors. He studied recirculating conveyors that were used both as a delivery and a storage device. Later work by Muth (18, 19) examined closed loop conveyor systems with discrete material flow. This work extended a previous solution to the problem of conveyor design for arbitrary loading and unloading patterns. Solutions to difference equations representing material flow were obtained numerically by generalized matrix inverses. Several specific cases were presented graphically.

The most significant contribution to the research of constant speed discretely spaced recirculating conveyor systems was that of Bussey and Terrell (5, 6). They used simulation to study a single loop constant speed discretely spaced recirculating conveyor. The conveyor was supplied by a single server and unloaded at n unload stations.

The simple single loop model of Bussey and Terrell is a starting point and provides a spring board for this research.

CHAPTER III

CONVEYOR SYSTEM DESCRIPTION

The recirculating conveyor system of the first manufacturing company was chosen for study because it is sufficiently large and complex to adequately accomplish the research objectives set forth earlier in this dissertation. The conveyor system moves finished goods through a 500,000 square-foot warehouse via a sub-floor towline conveyor. The towline looks like a chain running in the floor with "hooks" spaced every twenty one feet along the chain. Each of these hooks may or may not be pulling a cart along with it. There are 380 carts in the system at all times.

A floor plan diagram of the conveyor system is shown in Figure 1. Among its functions are delivery of finished goods from manufacturing to storage or from storage to the rail and truck docks and delivery of incoming goods from the rail and truck docks to storage. The main loop shown in Figure 1 by a dashed line is 5600 feet long, and the towline travels at 70 feet per minute. However, each cart may not be required to travel the entire length of the main loop. Carts may be programmed manually for any of 20 destinations around the loop, and they will always travel the shortest distance to arrive at their destinations. The destinations are any one of the non-powered

spurs at the ends of storage aisles. The following carts push the carts into the spur. After unloading and or loading it is manually brought back to the powered towline and programmed for a new destination. Carts are programmed manually by moving magnet-tipped probes at the front of each cart. As the cart moves along the loop, the probes activate reed switches embedded in the floor, causing switches to open which send the cart to its proper destination.

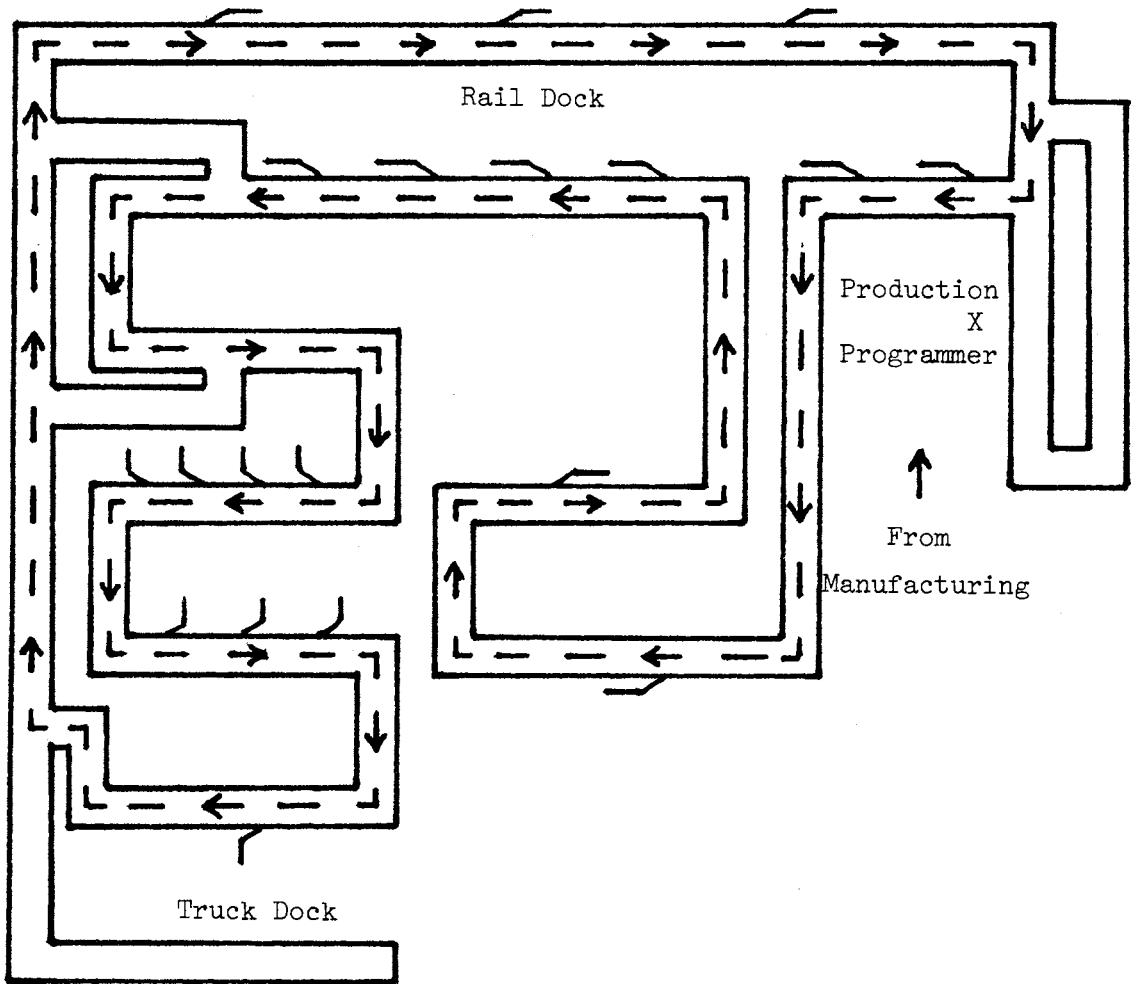


Figure 1. Conveyor Diagram

Each cart weighs 500 pounds, and it may be traveling loaded or unloaded. The carts are loaded and unloaded by fork lift trucks which either place or remove pallets of finished goods on or off the carts. The cart is then programmed for a destination by the fork lift truck operator and placed back on line. Finished goods which enter the warehouse from the manufacturing area via fork lift trucks are loaded on empty carts. The carts are then programmed for a destination in the warehouse by the production programming dispatcher. Computer punch cards are supplied to him daily or sometimes even hourly to tell him the proper destination for each load. If the destination or spur for which the cart is programmed is full, the cart will recirculate on the portion of the conveyor which forms the shortest closed loop past its assigned destination rather than recirculating the entire loop. Transfer sections allow carts to take a short-cut between sections of the loop so that they can reach their destination without traversing the entire 5600 foot main loop. They can travel around one segment of the loop in less than 30 minutes compared to 80 minutes for the entire loop. Empty carts can also recirculate and be removed as required to be loaded with complete orders for delivery to either the truck or rail docks, or with incoming shipments for storage.

As shown in Figure 1, there are decision points along the route at which logical considerations must be undertaken. For example, when a loaded cart from the manufacturing area and production programming dispatcher attempts to go on the main line, it may have to compete for a hook with a cart that is recirculating.

Since the cart on the main line has the right-of-way, the loaded cart from the production programming dispatcher must wait until an empty hook on the main line appears. It can then seize the hook and start to move on the main line. Figure 2 shows two carts moving from left to right and arriving at one of these decision points after having passed the truck dock.

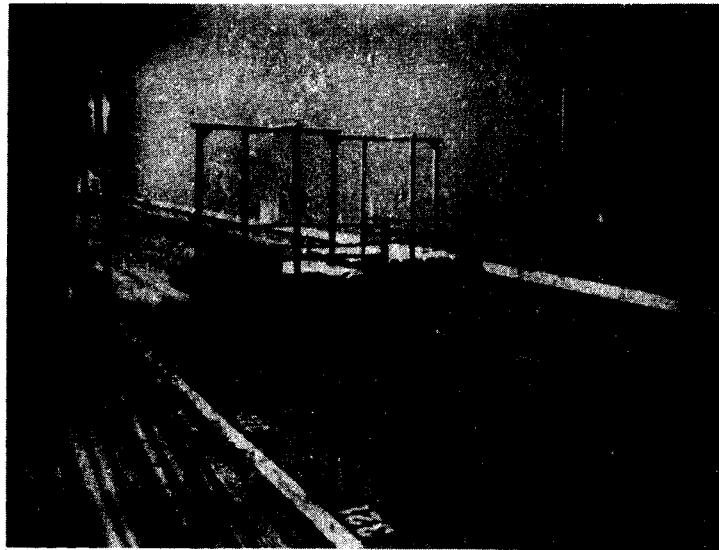


Figure 2. Merge Interface

The cart on the left is on the main line, is loaded, and has the right-of-way. The cart on the right has just been unloaded at the truck dock and placed on the powered spur empty. The empty car

must wait and seize the hook directly behind the loaded cart to proceed along the main line. This decision point or interface occurs between functional components of the conveyor at four different locations along the line. For modeling purposes it will be identified as a MERGE module.

Another decision point occurs at each of the destination spurs that a cart passes. As the cart encounters each spur, it must decide if this is its destination or not, and if it is the proper destination, it must decide if the spur is full or not. Figure 3 shows carts moving from left to right.

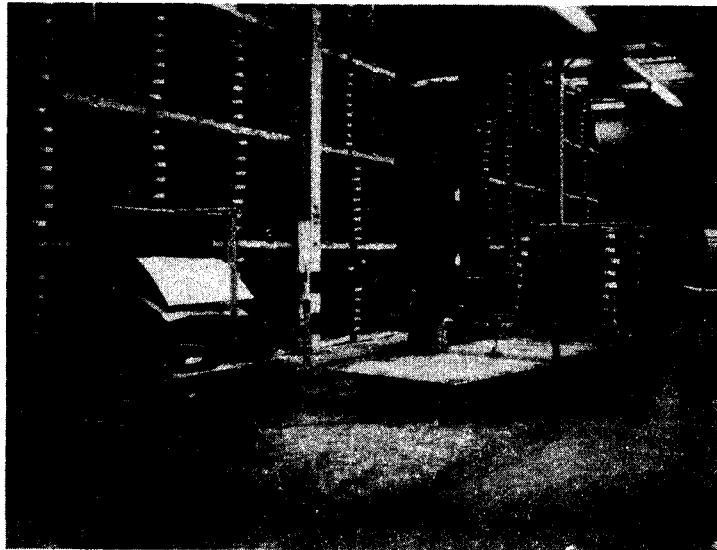


Figure 3. Unload and Load Station Interface

The four carts in the foreground (two empty and two loaded) which are bumper-to-bumper have been automatically side-tracked and stopped at their assigned destination spur. Each of these carts has been pushed further up the spur and out of the way by the following cart. Another loaded cart to the left of these four carts has just passed that destination spur, and since that spur is either full or is not its assigned destination, it is continuing on along the main line. There are nineteen destination spurs of this type along the conveyor. These spurs will be identified as an UNLOAD AND LOAD STATION module for modeling purposes.

There are also four points along the towline at which the cart has the option of taking a powered towline to the right or taking another powered towline to the left. There are several towlines in the system which disappear under the floor and reappear at other points. Figure 4 shows two carts moving from bottom to top. The cart on the right has selected the powered towline to the right since its destination lies in that direction. The cart on the left has selected the powered towline to the left since its destination lies in that direction. For modeling purposes, this interface or decision point will be identified as a SPLIT module.

The powered spur on which empty carts are loaded with finished goods from the manufacturing area is the final interface necessary to completely describe the conveyor system. There is only one of these spurs along the conveyor. The empty carts with this destination form a queue as shown in Figure 5. The carts are



Figure 4. Split Interface

moving from bottom to top around the U-turn area and then toward the bottom. The first cart in the queue has been loaded and is waiting for the dispatcher to program and release it. In the model this spur will be identified as the PRODUCTION PROGRAMMING LOAD STATION module.

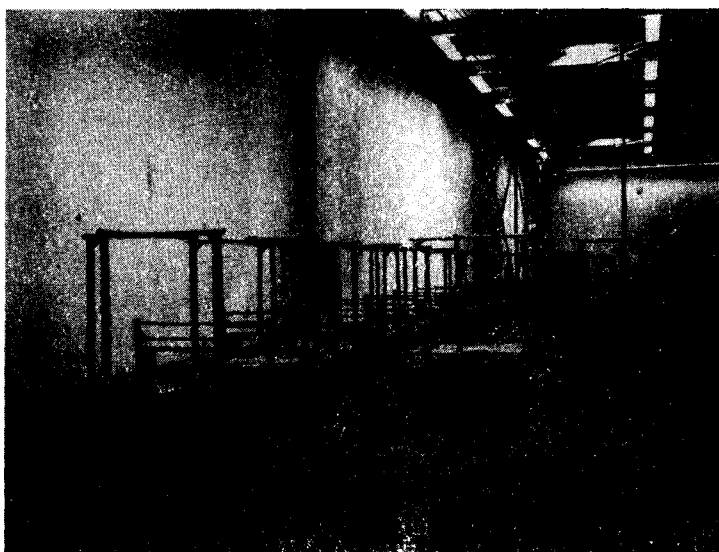


Figure 5. Production Programming Load
Station Interface

CHAPTER IV

MODEL CONSTRUCTION AND VALIDATION

One of the most used general purpose techniques in modeling is the modular format. After the interfaces or decision points in the system had been identified and categorized, they were encoded as general purpose modules. These modules were then stacked together like building blocks to construct the entire conveyor system. The remainder of this chapter is a logical description of each of those modules and an argument for their validation.

Preliminary Considerations

Early in the research, it was decided to use GPSS/360 as the simulation language. This was done primarily for three reasons: (1) it is a discrete event oriented language in which one can easily encode and debug rather complex discrete event oriented systems, (2) it provides easily obtainable output statistics, and (3) the use of GPSS/360 MACRO statements lend themselves to a general purpose modular approach. The modules which had to be used several times in building the system were encoded in general purpose macros which could be used over and over by changing the various MACRO arguments.

The units of traffic that are created and move through a

system encoded in GPSS/360 are called transactions. In this conveyor system a transaction represents either a hook or a cart. Each transaction possesses parameters as its key attributes. Only three parameters were necessary to describe the conveyor system transactions. The convention used in this model is: (1) $P1 = 0$ implies the transaction is a hook, $P1 = 1$ implies the transaction is a cart, (2) $P2 = 0$ implies the transaction is an empty cart, $P2 = 1$ implies the transaction is a loaded cart, and (3) $P3 = 0,1,2,\dots,19$ implies the cart has been assigned any one of twenty possible destinations around the loop. All the transactions were given a Priority = 1 initially. This was necessary for timing and logical considerations in the MERGE module which will be discussed later. Three savevalues, X1, X2, and X3, were used and will be described in the next section.

Since GPSS/360 is oriented toward integer-valued variables, the unit of time used in the model is milliminutes, or the clock time is scaled by a factor of 1000.

Near the end of each of the general purpose modules is an ADVANCE block which delays each transaction the specific clock time that it would take that transaction to move on the conveyor to the next sequential module. The transactions are evenly spaced in time around the conveyor since the conveyor is a constant speed discretely spaced recirculating system.

Cart and Hook Generator Module

The CART AND HOOK GENERATOR module actually builds the conveyor system by filling it with hooks and carts. Once the system becomes full of hooks and all the carts are placed

somewhere in the system, this module becomes inoperative. There is only one CART AND HOOK GENERATOR (CAHG) module in the system, and it is designed to be placed directly before the PRODUCTION PROGRAMMING LOAD STATION (PPLS) module.

General Description

The CAHG module may be represented as a box shown in Figure 6. The entrance to the module is labelled NTR. There is only one exit from the module.

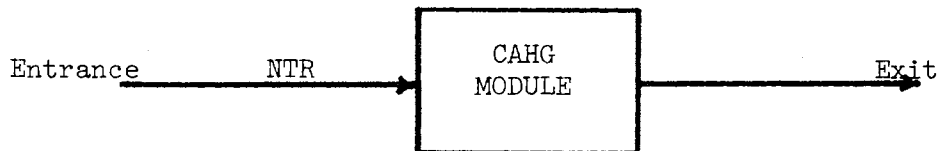


Figure 6. Cart and Hook Generator Module

The module generates empty carts until some user specified upper limit is reached. It also generates hooks until the first transaction which enters the module at NTR shuts off the hook generator.

This module also has the capability to assist the system in

reaching steady state very rapidly by channelling empty carts into the system when the PPLS spur becomes full and queue CARS is not empty.

Detailed Description

The first part of this module is the cart generator. A variable is used to calculate the delay time between succeeding hooks on the powered towline. X2 is initialized at the hook spacing and X3 at the conveyor speed.

```
1 VARIABLE          (X2*1000)/X3
```

The formula used to calculate this delay time in milliminutes is given below.

$$(\text{Hook spacing}) * (1000) / (\text{Conveyor Speed})$$

The empty carts are created by the next sequential block.

```
GENERATE          V1,,,X1,,,3
```

The carts are generated at the same interval as the hook spacing and only X1 (initialized at the number of carts in the system) carts are generated.

The empty carts then enter a queue of empty carts and attempt to seize the facility which allows them to capture a hook and begin to move on the towline.

```
QUEUE            CARS
```

```
SEIZE            CAR
```

The facility consists of a logic gate which is opened by an empty hook later in this module.

```
GATE LS          20
```

The empty cart which has just passed through this gate then

closes the gate behind it before departing the queue, releasing the facility and destroying itself.

```

LOGIC R          20
DEPART          CARS
RELEASE        CAR

```

TERM TERMINATE

The empty cart is destroyed because the hook which it captured has now been transformed into the empty cart as will be shown later in this module.

The hooks are created by the next sequential block in this module.

```

GENERATE        V1,,,1,3

```

These hooks have a priority equal to one and three parameters. They are created at the hook spacing defined by the user in variable number one.

The hooks then enter a logic gate which allows them to proceed to the next sequential block unless a transaction has set logic switch 19. If logic switch 19 has been set, the hooks are then sent to the alternate exit which directs them to the TERMINATE block.

```

GATE LR         19,TERM

```

The purpose of this block is to shut off the hook generator once the closed loop which contains this module becomes full of hooks. This means the powered towline has been completely constructed and the hook generator is no longer needed.

The newly created hook is then transferred around the entrance to this module to location BEGN.

```

TRANSFER        ,BEGN

```

The entrance to this module is labelled NTR and the first transaction which completes the closed loop and enters this module at NTR shuts off the hook generator by setting logic switch 19 as has been discussed previously.

NTR LOGIC S 19

The transaction which proceeds to the next sequential block may be either a hook or a cart. It is first tested to determine what it is.

BEGN TEST E P1,0,SKIP

If it is a hook (P1 = 0), it proceeds to the next sequential block.

If it is a cart (P1 = 1), it takes the alternate exit and is directed to location SKIP.

A hook then encounters another TEST block which determines if there are any empty carts in the queue called CARS waiting to capture a hook. If queue CARS is zero, the hook takes the alternate exit and is directed to location SKIP.

TEST G Q\$CARS,0,SKIP

If there are carts waiting in the queue, the hook proceeds to the next sequential block.

In the next block, the hook determines if the powered spur which feeds the PPLS module is full of carts or not. The maximum capacity of this spur is determined by the user and in this case it is 35 cars.

TEST LE Q\$LCR1,35,BYPS

If the spur is not full, the hook proceeds to the next sequential block. If the spur is full, the hook takes the alternate exit and is directed to location BYPS.

A hook continuing to the next sequential block sets logic

switch 20 which opens the gate for an empty cart as discussed earlier in this module.

LOGIC S 20

The empty cart is terminated and the hook is now transformed into an empty cart by placing a one in parameter one.

ASSIGN 1,1

All the transactions which were directed to location SKIP from various places in the module and the newly formed empty carts are transferred to the entrance to the PPLS module.

SKIP TRANSFER ,LST1

The last section of this module is a technique to assist the conveyor model to reach steady state very rapidly. When the PPLS powered spur is full of empty carts waiting to be loaded and there is a pool of empty carts waiting in queue CARS to enter the model also, the carts in queue CARS are short-circuited into the model empty just to get them into the system. The first block that a hook going through this section of the model encounters sets logic switch 20 to open the gate for an empty cart as discussed earlier.

BYPS LOGIC S 20

Another hook is created and sent to location LH01 in the PPLS module. This is done to preserve the timing and logic of the conveyor system.

SPLIT 1,LH01

The hook which proceeds to the next sequential block is transformed into an empty cart by changing parameter one to a one.

ASSIGN 1,1

The empty cart is then given a destination by a function which is defined by the user.

ASSIGN 3, FN\$DECP

The cart is then transferred into the PPLS module at a point where it can capture a hook and go on line without having to wait to be loaded.

TRANSFER ,LSZ1

A source listing of the CAHG module is given in Figure 7 and the module flow chart is given in Figure 8.

1	VARIABLE	(X2*1000)/X3
	GENERATE	V1,,,X1,,3
	QUEUE	CARS
	SEIZE	CAR
	GATE LS	20
	LOGIC R	20
	DEPART	CARS
	RELEASE	CAR
TERM	TERMINATE	
	GENERATE	V1,,,,1,3
	GATE LR	19,TERM
	TRANSFER	,BEGN
NTR	LOGIC S	19
BEGN	TEST E	P1,0,SKIP
	TEST G	Q\$CARS,0,SKIP
	TEST LE	Q\$LCRL,35,BYPS
	LOGIC S	20
	ASSIGN	1,1
SKIP	TRANSFER	,LST1
BYPS	LOGIC S	20
	SPLIT	1,LH01
	ASSIGN	1,1
	ASSIGN	3, FN\$DECP
	TRANSFER	,LSZ1

Figure 7. Source Listing of CAHG Module

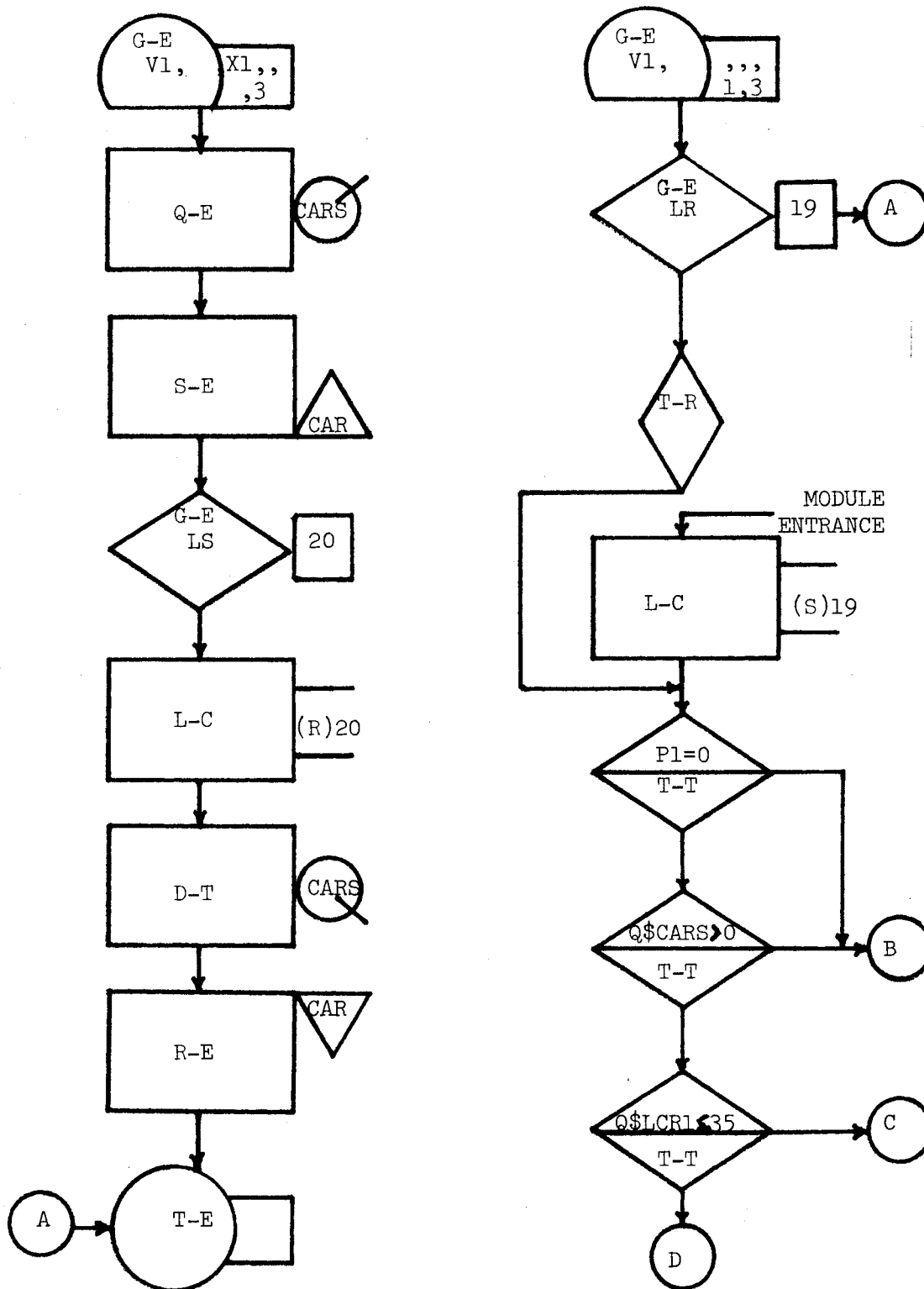


Figure 8. Flow Chart of CAHG Module

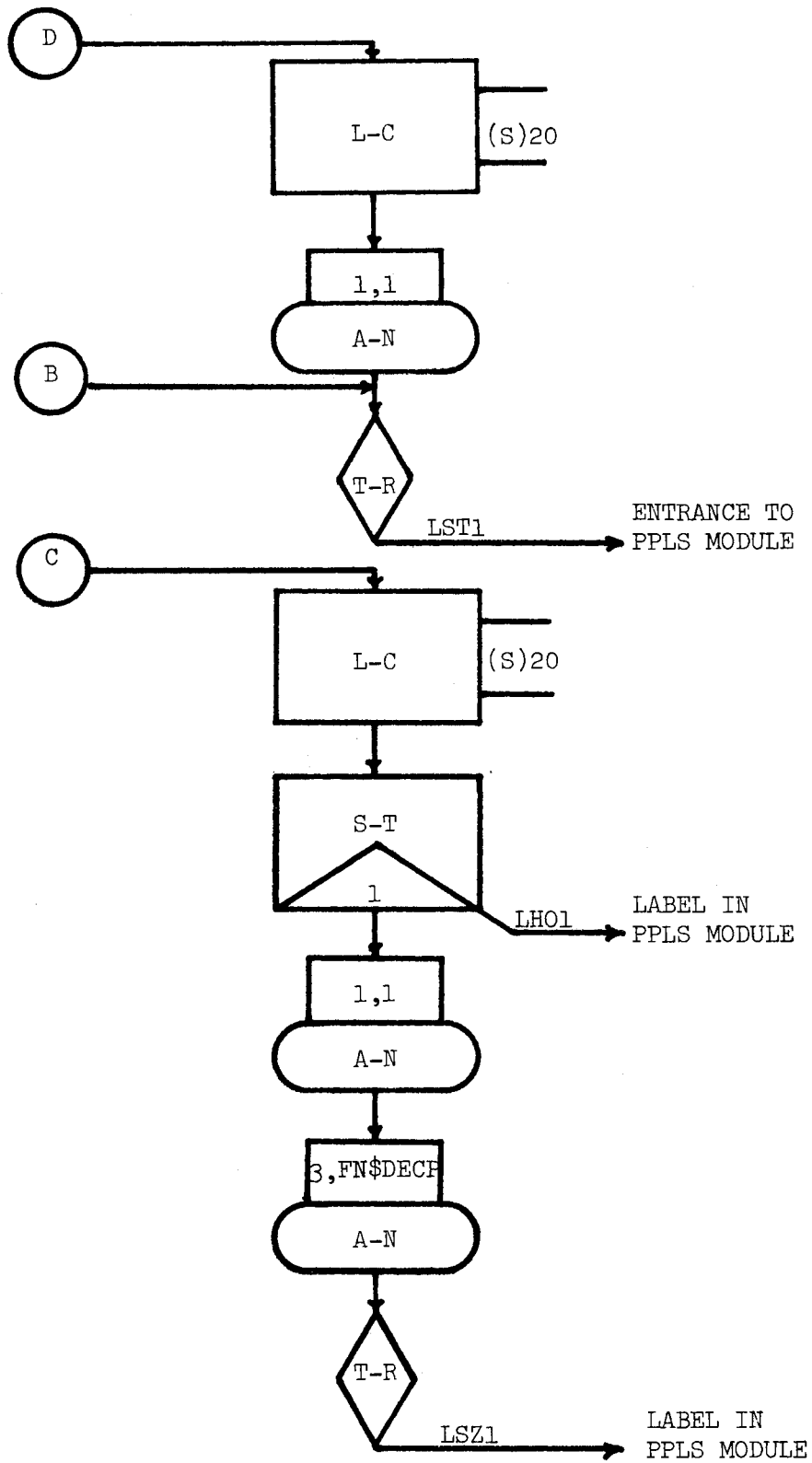


Figure 8. (Continued)

Production Programming Load Station Module

The module which must immediately follow the CAHG module is the PRODUCTION PROGRAMMING LOAD STATION (PPLS) module. This module is an interface in the system at which empty carts are loaded with finished goods from the manufacturing area. The carts are given a destination and placed on the conveyor by the dispatcher.

General Description

The PPLS module may be represented as a box shown in Figure 9. The entrance to the module is labelled LST1, and there is only one exit from the module. In this module empty carts are delayed by a user specified load time and are given a destination by a user specified function. The user must also specify the distance to the next module entrance. The logic in this module maintains the integrity and timing of the powered towline as hooks and carts pass through it.

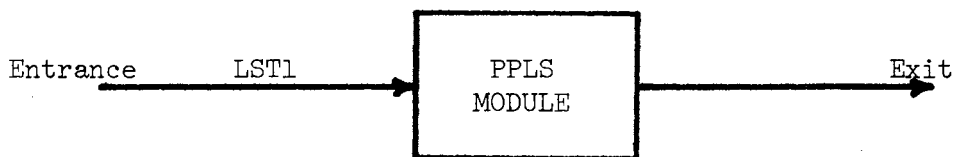


Figure 9. Production Programming Load Station Module

Detailed Description

The entrance to the module is labelled LST1, and the first block in the module determines if the entering transaction is a cart or a hook.

```
LST1 TEST E           P1,1,LHK1
```

A hook takes the alternate exit and is transferred to location LHK1. A cart proceeds to the next block.

The cart then causes a new transaction to be created, and the cart

```
SPLIT               1,LECl
```

is transferred to location LECl.

The newly created transaction is transformed into a hook.

```
LH01 ASSIGN         1,0
```

```
ASSIGN              2,0
```

```
ASSIGN              3,0
```

The hook then passes through a logic gate which either allows the hook to proceed to the next sequential block or transfers it to location LTH1.

```
LHK1 GATE LR        3,LTH1
```

If the hook proceeds to the next sequential block, it is transferred to the end of this module.

```
TRANSFER           ,LS01
```

If the hook transfers to LTH1, then a cart has captured it and will be taking its place on the conveyor.

The cart which was transferred to location LECl joins the queue of carts waiting to be loaded at the PPLS module.

LECL QUEUE LCR1

To save CPU time these carts are linked onto user chain LCH on a FIFO basis.

LINK LCH,FIFO,LFAL

A cart may then seize the loading facility and depart the queue.

LFAL SEIZE LCR1

DEPART LCR1

If the cart is already loaded it is transferred around the loader to location LDC1.

TEST E P2,0,LDC1

An empty cart proceeds and enters into the in process storage.

ENTER IPS

It is then delayed while being loaded. The mean and spread modifier are specified by the user. In this case the load time is a normally distributed random variable with a mean of two minutes and a standard deviation of .4 minutes.

LVBL VARIABLE FN\$NORM*400

ADVANCE 2000,V\$LVBL

The function NORM is the standard normal function which uses random number generator number one.

The empty cart is transformed into a loaded cart by changing parameter two to a one.

ASSIGN 2,1

And the loaded cart is given a destination by a user defined function. In this case the function is called DLCP.

ASSIGN 3,FN\$DLCP

The loaded cart releases the loading facility and unlinks the

next cart from the user chain.

```
LDC1 RELEASE          LCR1
      UNLINK          LCH,LFA1,1
```

The cart then attempts to seize a facility that consists of the logic necessary to capture a hook and proceed on line.

```
LSZ1 SEIZE          LCH1
```

After seizing the facility the cart sets logic switch three which indicates to the next available hook that a cart is waiting to capture it.

```
LOGIC S            3
```

The cart then stops at the logic gate to wait for a hook to open it.

```
GATE LR           3
```

Once the gate is opened by a hook, the cart releases the facility to go on line and transfers to the end of the PPLS module.

```
RELEASE          LCH1
TRANSFER        ,LSO1
```

A hook which has been destined to be captured by a waiting cart opens the cart's logic gate by resetting logic switch three and the hook is destroyed.

```
LTH1 LOGIC R      3
```

```
TERMINATE
```

The end of the module is of course an ADVANCE block which delays a transaction the length of time it takes it to travel on the towline to the next sequential module. The delay time is calculated in a variable which is defined by the user. The formula used to calculate the delay time in milliminutes in this case is

shown below.

$$((\text{Distance to next module})/(\text{Conveyor Speed}))*(1000)$$

The transaction is finally transferred to the next sequential module or module entrance.

```
LAV1 FVARIABLE      (55/X3)(1000)
LSO1 ADVANCE        V$LAV1
TRANSFER            ,MAO
```

A source listing of the PPLS module is given in Figure 10 and a flow chart of the module is shown in Figure 11.

```
LST1 TEST E        P1,1,LHK1
      SPLIT         1,LECL
LH01 ASSIGN        1,0
      ASSIGN        2,0
      ASSIGN        3,0
LHK1 GATE LR       3,LTH1
      TRANSFER      ,LSO1
LECL QUEUE         LCRL
      LINK          LCH,FIFO,LFA1
LFA1 SEIZE         LCRL
      DEPART        LCRL
      TEST E        P2,0,LDC1
      ENTER         IPS
LVB1 VARIABLE      FN$NORM*400
      ADVANCE       2000,V$LVB1
      ASSIGN        2,1
      ASSIGN        3,FN$DLCP
LDC1 RELEASE       LCRL
      UNLINK        LCH,LFA1,1
LSZ1 SEIZE         LCH1
      LOGIC S       3
      GATE LR       3
      RELEASE       LCH1
      TRANSFER      ,LSO1
LTH1 LOGIC R       3
      TERMINATE
LAV1 FVARIABLE      (55/X3)(1000)
LSO1 ADVANCE       V$LAV1
TRANSFER           ,MAO
```

Figure 10. Source Listing of PPLS Module

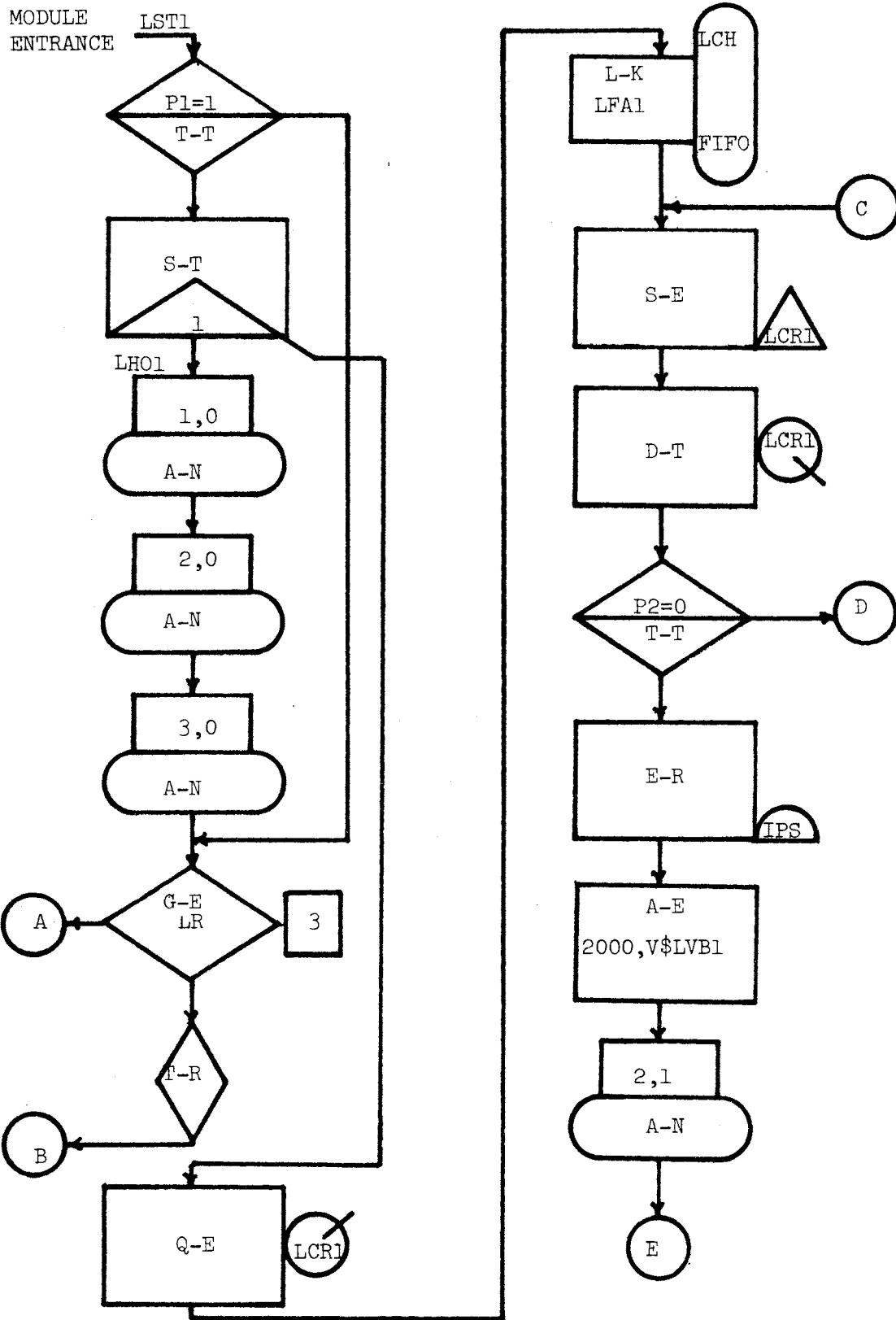


Figure 11. Flow Chart of PPLS Module

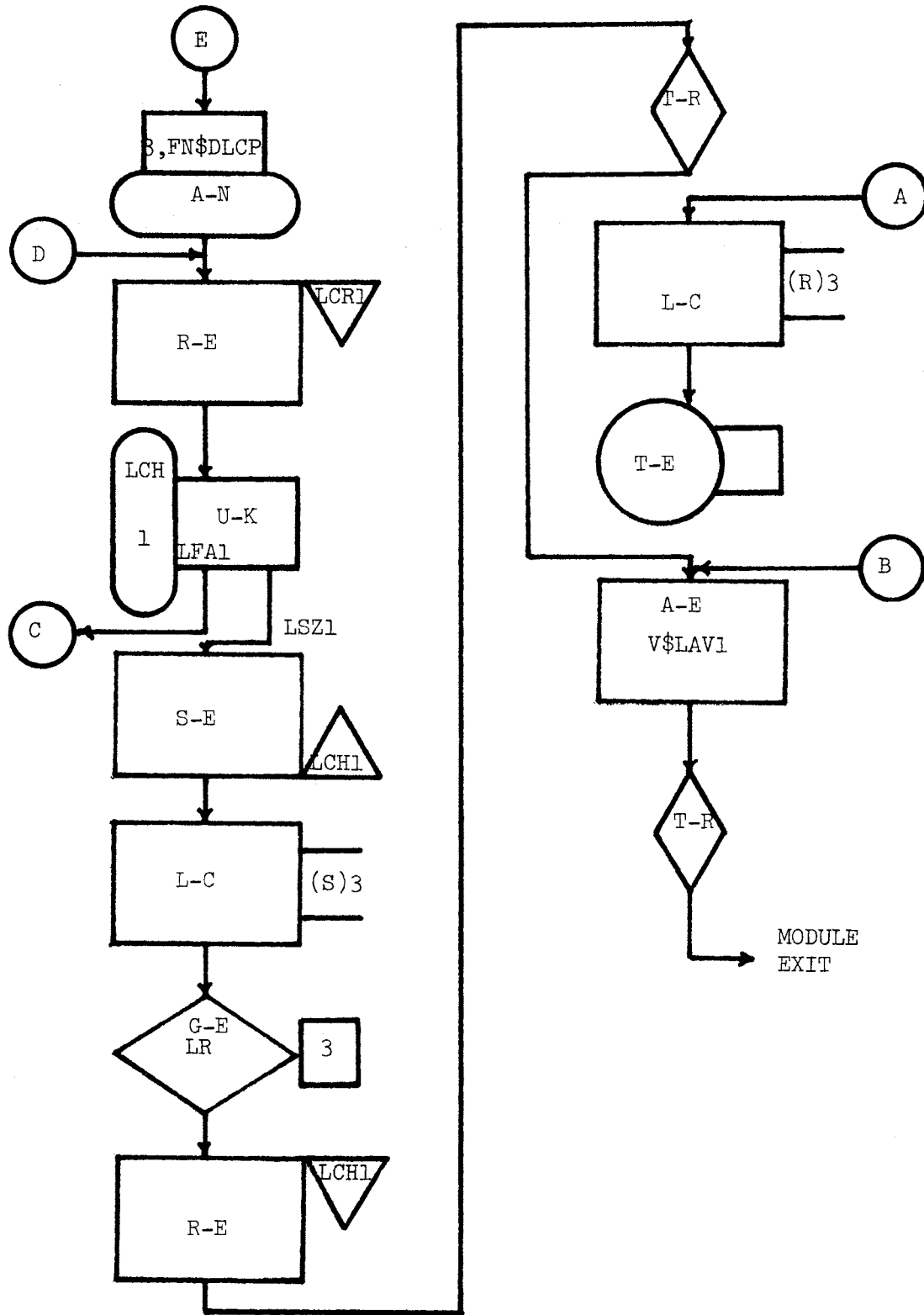


Figure 11. (Continued)

Split Module

The SPLIT module which has been described in Chapter III is a decision point in the system at which a cart must decide to take either the right or left powered towline.

General Description

The SPLIT module may be represented as a box shown in Figure 12 which has one entrance and two exits. A transaction which enters this module can not be delayed since there are no blocks in this module which can deny entry to a transaction.

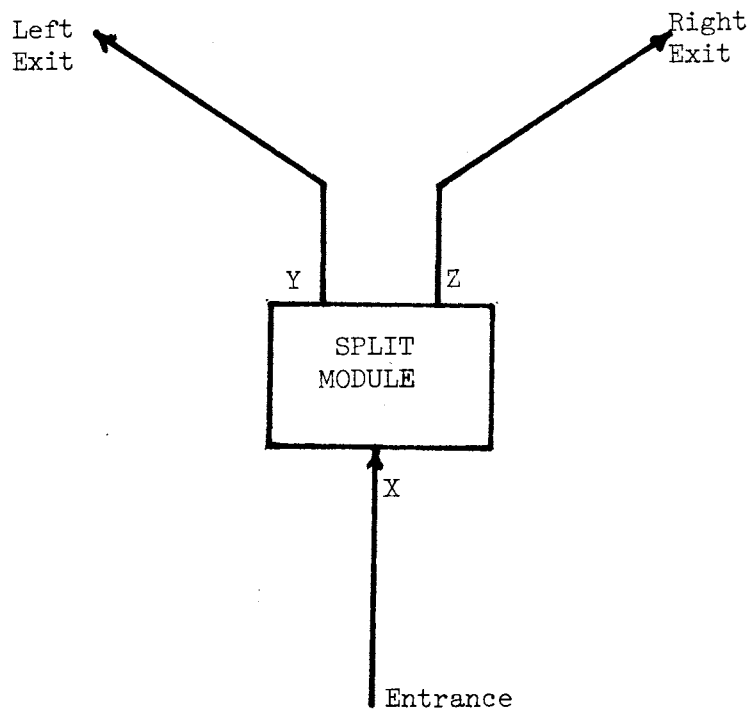


Figure 12. Split Module

There are three types of transactions which enter this module. The logic is designed to process each of these three types as separate cases.

Case 1. (X = hook) If a hook enters the SPLIT module, then another hook will be created in the module, and a hook will be sent to each exit. (Y = hook and Z = hook)

Case 2. (X = cart whose destination lies to the left) If a cart which desires to go to the left enters, then a hook will be created and sent to the right. (Y = cart and Z = hook)

Case 3. (X = cart whose destination lies to the right) If a cart which desires to go to the right enters, then a hook will be created and sent to the left. (Y = hook and Z = cart)

Detailed Description

The first statement that an entering transaction encounters in this module determines if the transaction is a hook or a cart.

```
TEST E          P1,1,HOOK
```

A cart continues on to the next sequential block or a hook takes the alternate exit and is transferred to location HOOK.

A cart which continues to the next sequential block is tested to see if its destination lies to the right or to the left. This is done by means of a boolean variable and a TEST block.

```
1 BARIABLE      P3'GE'9*P3'L'17
```

```
TEST E          BV1,1,CRGHT
```

If the value of the boolean variable is one, the cart's destination is to the left and it proceeds to the next sequential block. If

the value of the boolean variable is zero, the cart's destination is to the right and the cart takes the alternate exit and is transferred to location CRGHT. The boolean variables are defined by the user and may vary in form in different SPLIT modules.

The cart whose destination is left proceeds to the next sequential block.

```
TEST LE          Q$LCR1,999,CRGHT
```

The arguments of this block are defined by the user and the condition must be true for a cart to proceed to the left. In the case shown, the queue of cars waiting to be loaded at the PPLS module must be less than or equal to 999. Since there are only 380 carts in the system, this block has no effect on the system. If the 999 were changed to 36 in one of the SPLIT modules and the queue of empty carts at the PPLS module was greater than 36, then a cart whose destination lies to the left would be sent to the right to recirculate in the system by taking the alternate exit CRGHT.

A car proceeding to the left encounters the next block.

```
SPLIT          1,HRGHT
```

Since the timing and integrity of both powered towlines must be maintained, a hook is created and sent to location HRGHT which sends it to the right.

The cart is then transferred to the ADVANCE block which delays the cart for the time it takes it to reach the next module to the left.

```
TRANSFER          ,ALEFT
```

The hook that has been created and sent to the right is first made into a hook by setting all three parameters

```
HRGHT ASSIGN      1,0
      ASSIGN      2,0
      ASSIGN      3,0
```

equal to zero.

The hook is then transferred to the ADVANCE block which delays the hook for the time it takes it to reach the next module to the right.

```
TRANSFER      ,ARGHT
```

A car proceeding to the right encounters the next block.

```
CRGHT SPLIT      1,HLEFT
```

A hook is created and sent to location HLEFT which sends it to the left to maintain the timing and integrity of both powered towlines.

The cart is then transferred to the ADVANCE block which delays the cart for the time it takes it to reach the next module to the right.

```
TRANSFER      ,ARGHT
```

The hook that has been created and sent to the left is first made into a hook by setting all three parameters equal to zero.

```
HLEFT ASSIGN     1,0
      ASSIGN     2,0
      ASSIGN     3,0
```

The hook is then transferred to the ADVANCE block which delays the hook for the time it takes it to reach the next module

to the left.

```
TRANSFER          ,ALEFT
```

A hook which enters this module at the entrance is split into two hooks so that a hook can leave at each of the two exits. The following two blocks perform this function.

```
HOOK SPLIT        1,ALEFT
```

```
TRANSFER          ,ARGHT
```

The delay time to the next module is calculated using variables and the time is in milliminutes. The formula used is given by:

$$(\text{Distance to next module}) * (1000) / (\text{Conveyor Speed}).$$

The last blocks in this module are the ADVANCE block and exits of the module which have been previously discussed.

```
1 VARIABLE        236*1000/X3
```

```
ALEFT ADVANCE    V1
```

```
TRANSFER          ,MODULE TO LEFT
```

```
2 VARIABLE        60*1000/X3
```

```
ARGHT ADVANCE    V2
```

```
TRANSFER          ,MODULE TO RIGHT
```

A source listing of the SPLIT module is given in Figure 13 and a flow chart of the module is shown in Figure 14.

Unload and Load Station Module

The UNLOAD AND LOAD STATION (UALS) module is a general purpose module that occurs in the conveyor system at points where a cart may or may not decide to sidetrack itself at one of the unpowered spurs. Here the cart is unloaded and or loaded, and then placed back on the towline.

```

TEST E          P1,1,HOOK
1 BARIABLE      P3'GE'9*P3'L'17
TEST E          BV1,1,CRGHT
TEST LE        Q$LCR1,999,CRGHT
SPLIT          1,HRGHT
TRANSFER       ,ALEFT
HRGHT ASSIGN   1,0
ASSIGN         2,0
ASSIGN         3,0
TRANSFER       ,ARGHT
CRGHT SPLIT    1,HLEFT
TRANSFER       ,ARGHT
HLEFT ASSIGN   1,0
ASSIGN         2,0
ASSIGN         3,0
TRANSFER       ,ALEFT
HOOK SPLIT     1,ALEFT
TRANSFER       ,ARGHT
1 VARIABLE     236*1000/X3
ALEFT ADVANCE  V1
TRANSFER       ,MODULE TO LEFT
2 VARIABLE     60*1000/X3
ARGHT ADVANCE  V2
TRANSFER       ,MODULE TO RIGHT

```

Figure 13. Source Listing of SPLIT Module

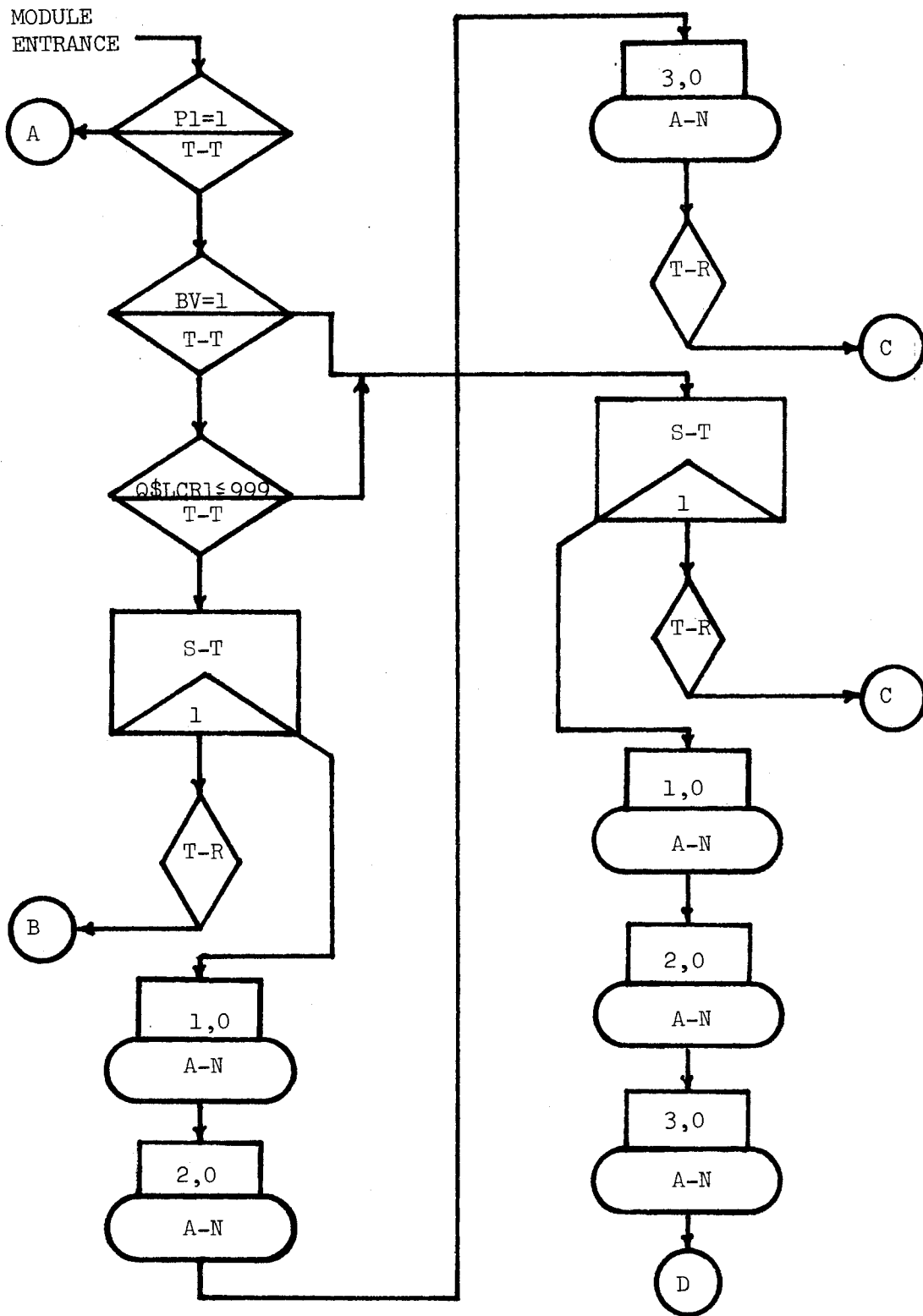


Figure 14. Flow Chart of SPLIT Module

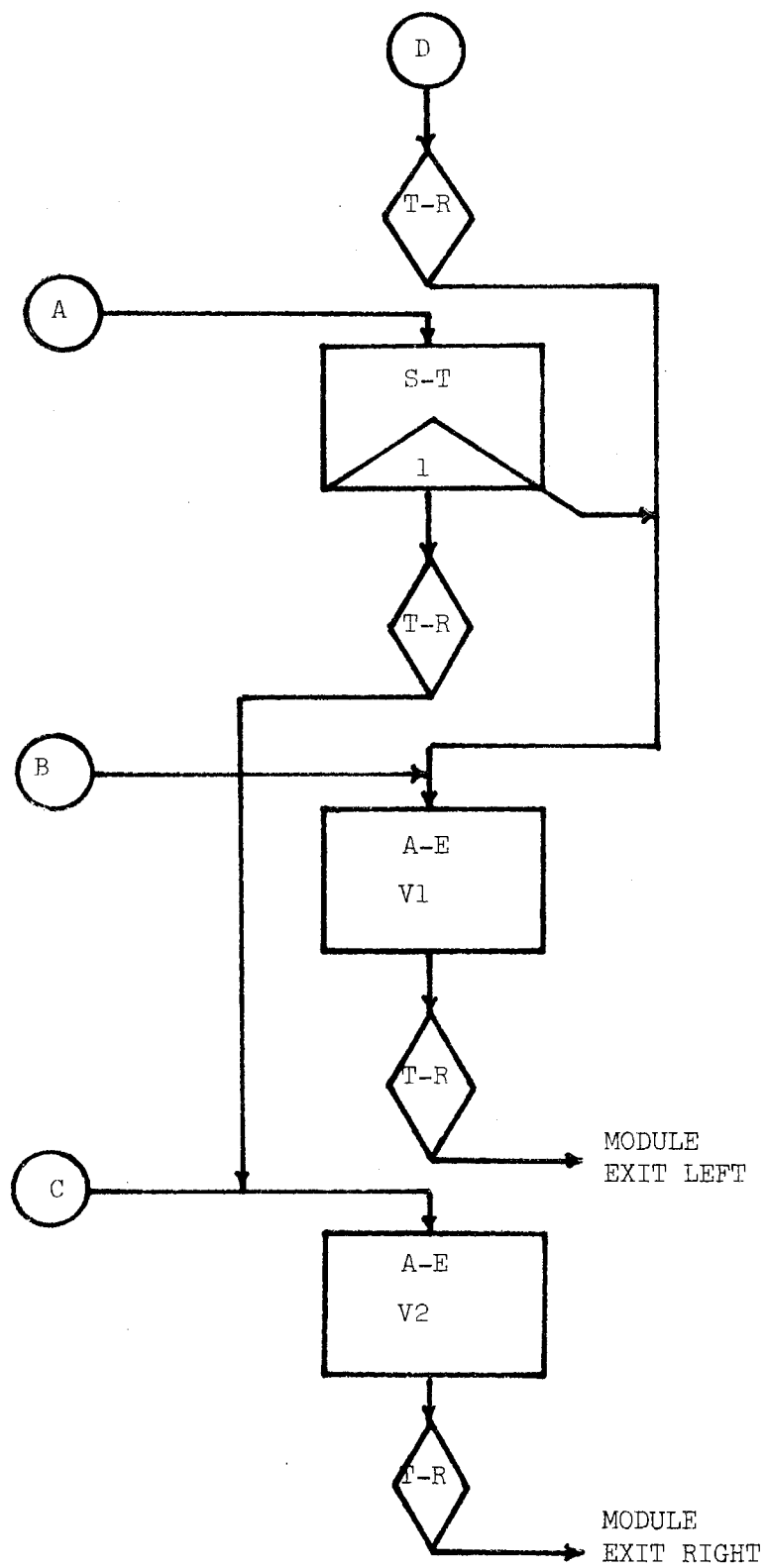


Figure 14. (Continued)

General Description

The UALS module may be represented as a box shown in Figure 15. Any transaction may enter this module; however, only those carts with the proper destination are allowed to be unloaded and or loaded. The module has only one entrance and one exit.

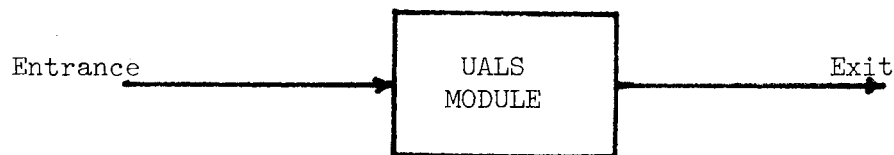


Figure 15. UALS Module

The user defines the load and unload times and the maximum station queue. The user also defines the maximum number of empty carts if any to keep at the station at all times. Destination functions and the distance to the next module entrance must be supplied by the user. The module logic maintains the timing of

the towline as it passes through it.

Detailed Description

The first block that an entering transaction encounters in the UALS module determines if it is a cart or a hook.

```
ENTR TEST E          P1,1,HOKE
```

A hook is sent to location HOKE.

A cart proceeds and is tested to determine if this module is its destination or not.

```
TEST E              P3,8,EXIT
```

If this module is not the proper destination, the cart is sent to the exit.

A cart whose destination is this module is tested again to determine if the station queue is full or not.

```
TEST L              Q$STA,15,EXIT
```

If the station queue is greater than or equal to some user specified number, the cart is sent to the exit to recirculate in the system.

If the station queue is smaller than the user specified number, the cart joins the station queue.

```
QUEUE              STA
```

A transaction is then created and sent to location HOKE to be transformed into a hook to preserve the timing and integrity of the towline.

```
SPLIT              1,HOKE
```

The cart is tested to determine if it is loaded or empty.

```
TEST E              P2,1,ECAR
```

An empty car is sent to location ECAR.

A loaded car proceeds and attempts to seize the unloading facility.

SEIZE UNLDR

The unload time is specified by the user and in this case it is a normally distributed random variable with a mean of four minutes and a standard deviation of .8 minutes.

UAV VARIABLE FN\$NORM*800

ADVANCE 4000,V\$UAV

The cart is now unloaded and must leave the in process storage.

LEAVE IPS

The unloaded cart's parameter two is changed to zero to indicate that it is now empty and the unload facility is released.

ASSIGN 2,0

RELEASE UNLDR

A policy that may or may not be adopted at the load and unload station modules is to keep a number of empty carts at the station to be loaded later on. The user specifies the maximum number empty carts to be retained at the station. After the empty cart releases the unload facility, it determines if the maximum number of empty carts is present at the station or not. If maximum number is not present, the empty cart is transferred to the queue of empty carts waiting at the station.

TEST GE CH\$UCH,1,ECAR

If the empty cart queue is at its maximum number, the empty

cart continues to the next sequential block. The cart is given a destination by a user defined function and is transferred to a location in the module, FGOL, where it can capture a hook and go on line.

```
ASSIGN          3, FN$DECL
```

```
TRANSFER       , FGOL
```

Empty carts waiting to be loaded enter the empty car queue and then are linked onto user chain UCH.

```
ECAR QUEUE     ECAR
```

```
LINK           UCH, FIFO, UCHO
```

One empty cart determines if the chain has reached its maximum number or not.

```
UCHO TEST G    CH$UCH, 1
```

When the number of empty carts becomes greater than the user specified maximum, the empty cart can seize the loading facility and depart the empty car queue.

```
SEIZE         LDR
```

```
DEPART        ECAR
```

The loading time is specified by the user and in this case it is a normally distributed random variable with a mean of two minutes and a standard deviation of .4 minutes.

```
UVL VARIABLE   FN$NORM*400
```

```
ADVANCE       2000, V$UVL
```

Since the cart has been loaded, it can now enter the in process storage and be designated as a loaded cart by changing parameter two to a one.

ENTER IPS

ASSIGN 2,1

The loaded cart then releases the loading facility, unlinks the next empty cart from the user chain, and is assigned a destination by a user defined function.

RELEASE LDR

UNLINK UCH,UCHO,1

ASSIGN 3,FN\$DLC1

The logic necessary for a cart to capture a hook and proceed on the towline is contained in facility FGOL. The cart seizes the facility, sets logic switch four, and waits at a logic gate for a hook to open it.

FGOL SEIZE FGOL

LOGIC S 4

GATE LR 4

Once a hook has reset logic switch four, the cart can proceed through the gate release the facility, depart the station queue, and be transferred to the module exit.

RELEASE FGOL

DEPART STA

TRANSFER ,EXIT

A hook which enters this module or is created in this module is transferred to location HOKE where it is transformed into a hook.

HOKE ASSIGN 1,0

ASSIGN 2,0

ASSIGN 3,0

The hook then determines if a cart is waiting to capture it by passing through a logic gate.

```
GATE LR          4,THKE
```

If no cart is waiting, the hook is transferred to the exit.

```
TRANSFER        ,EXIT
```

If a cart is waiting, the hook takes the logic gate alternate exit THKE, resets logic switch four which allows the cart to proceed by opening its gate, and then the hook is destroyed.

```
THKE LOGIC R    4
```

```
TERMINATE
```

The module exit of course consists of an ADVANCE block which delays the transaction for the time it takes it to reach the next module.

```
UVB VARIABLE    (120*1000)/X3
```

```
EXIT ADVANCE    V$UVB
```

The transaction continues to the next sequential module.

A source listing of the UALS module is given in Figure 16 and a flow chart of the module is shown in Figure 17.

Merge Module

The MERGE module which has been previously described is a decision point or interface in the system at which two different powered towlines come together to form one powered towline.

General Description

The MERGE module may be represented as a box shown in Figure 18. This module has two entrances. Carts at the ROW

```

ENTR TEST E      P1,1,HOKE
      TEST E      P3,8,EXIT
      TEST L      Q$STA,15,EXIT
      QUEUE       STA
      SPLIT       1,HOKE
      TEST E      P2,1,ECAR
      SEIZE       UNLDR
UAV  VARIABLE    FN$NORM*800
      ADVANCE     4000,V$UAV
      LEAVE       IPS
      ASSIGN      2,0
      RELEASE     UNLDR
      TEST GE     CH$UCH,1,ECAR
      ASSIGN      3,FN$DECL
      TRANSFER    ,FGOL
ECAR QUEUE       ECAR
      LINK        UCH,FIFO,UCHO
UCHO TEST G      CH$UCH,1
      SEIZE       LDR
      DEPART      ECAR
UVL  VARIABLE    FN$NORM*400
      ADVANCE     2000,V$UVL
      ENTER       IPS
      ASSIGN      2,1
      RELEASE     LDR
      UNLINK      UCH,UCHO,1
      ASSIGN      3,FN$DLC1
FGOL SEIZE       FGOL
      LOGIC S     4
      GATE LR     4
      RELEASE     FGOL
      DEPART      STA
      TRANSFER    ,EXIT
HOKE ASSIGN      1,0
      ASSIGN      2,0
      ASSIGN      3,0
      GATE LR     4,THKE
      TRANSFER    ,EXIT
THKE LOGIC R     4
      TERMINATE
UVB  VARIABLE    (120*1000)/X3
EXIT ADVANCE     V$UVB

```

Figure 16. Source Listing of UALS Module

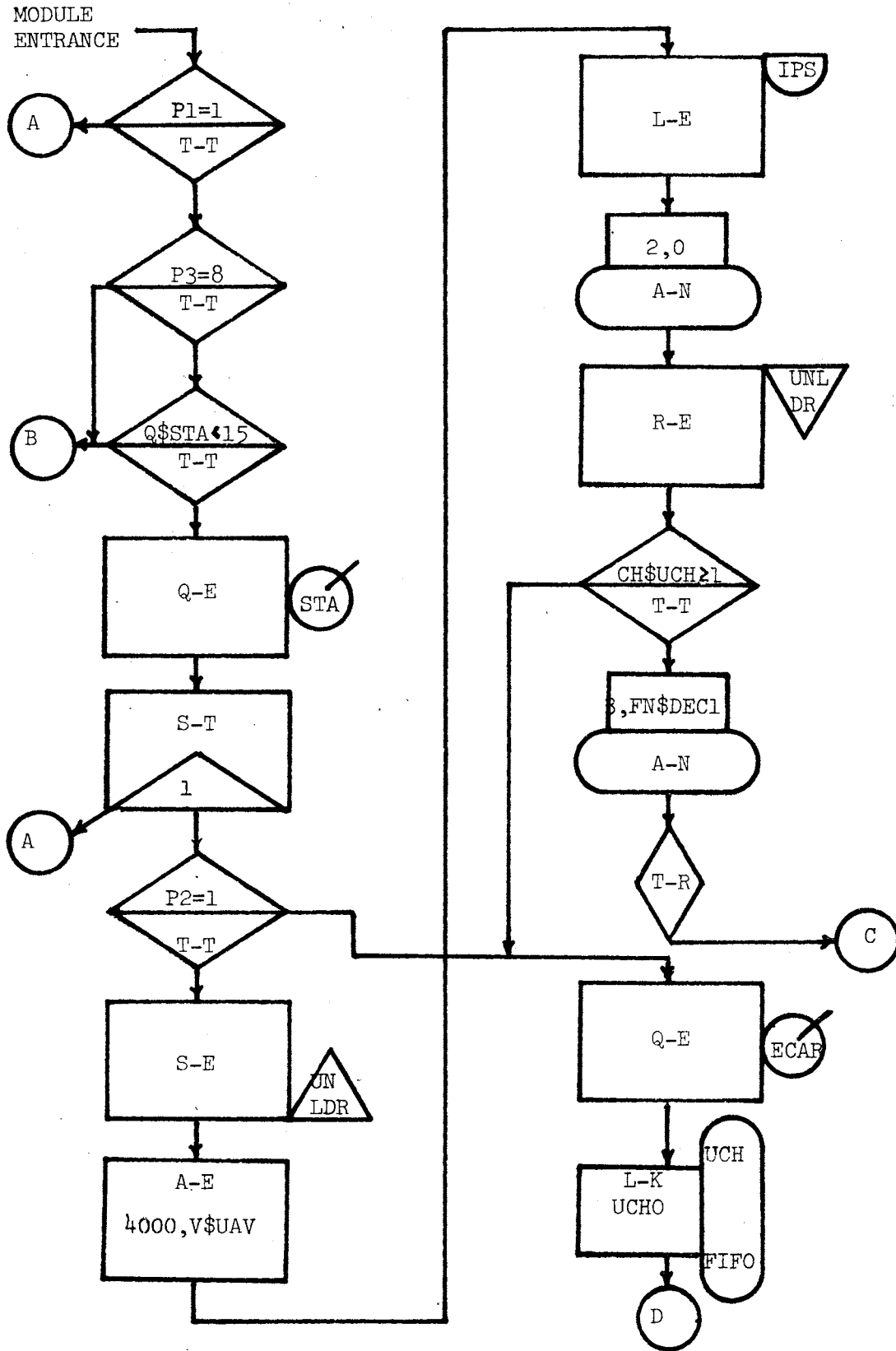


Figure 17. Flow Chart of UALS Module

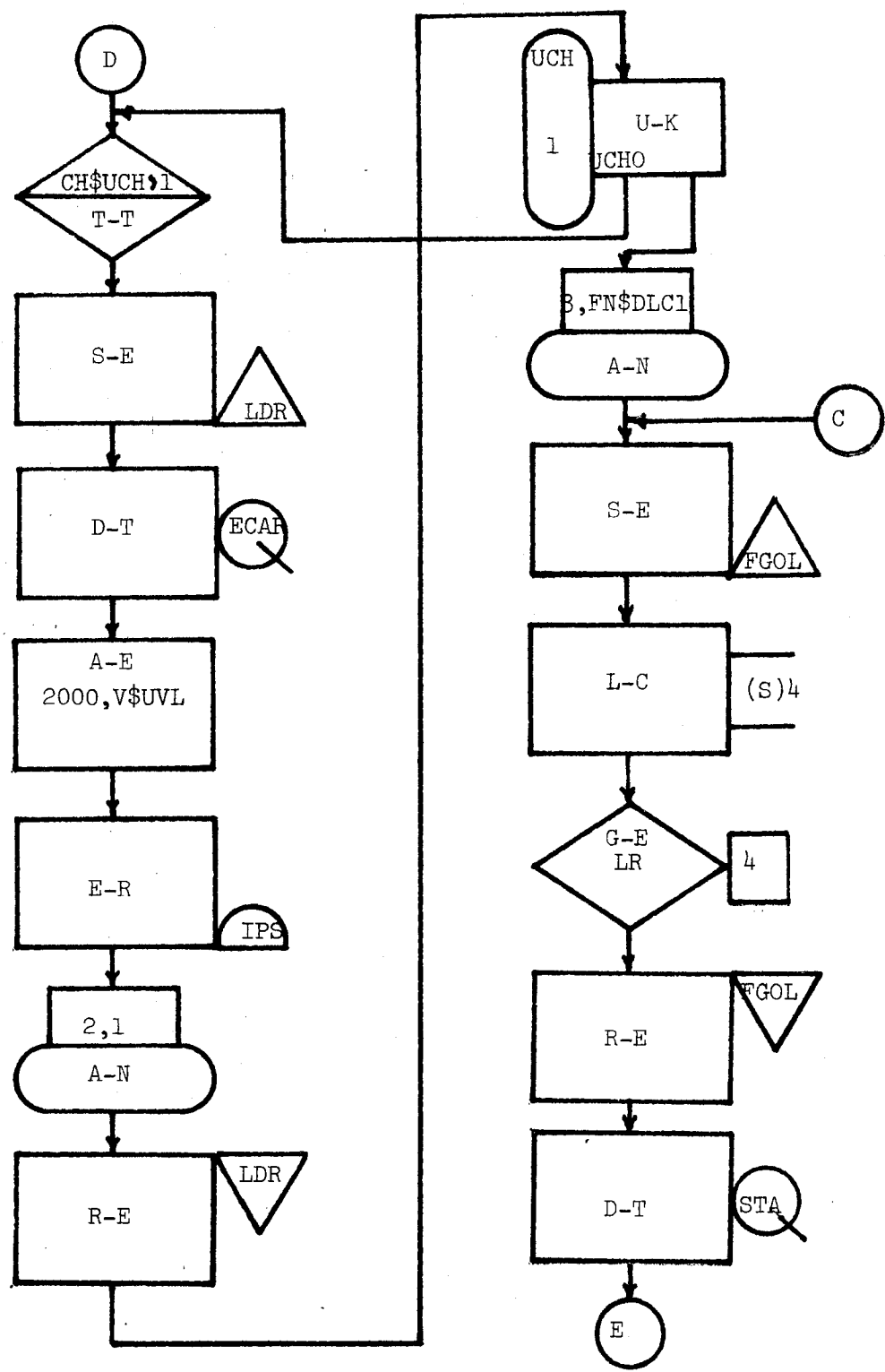


Figure 17. (Continued)

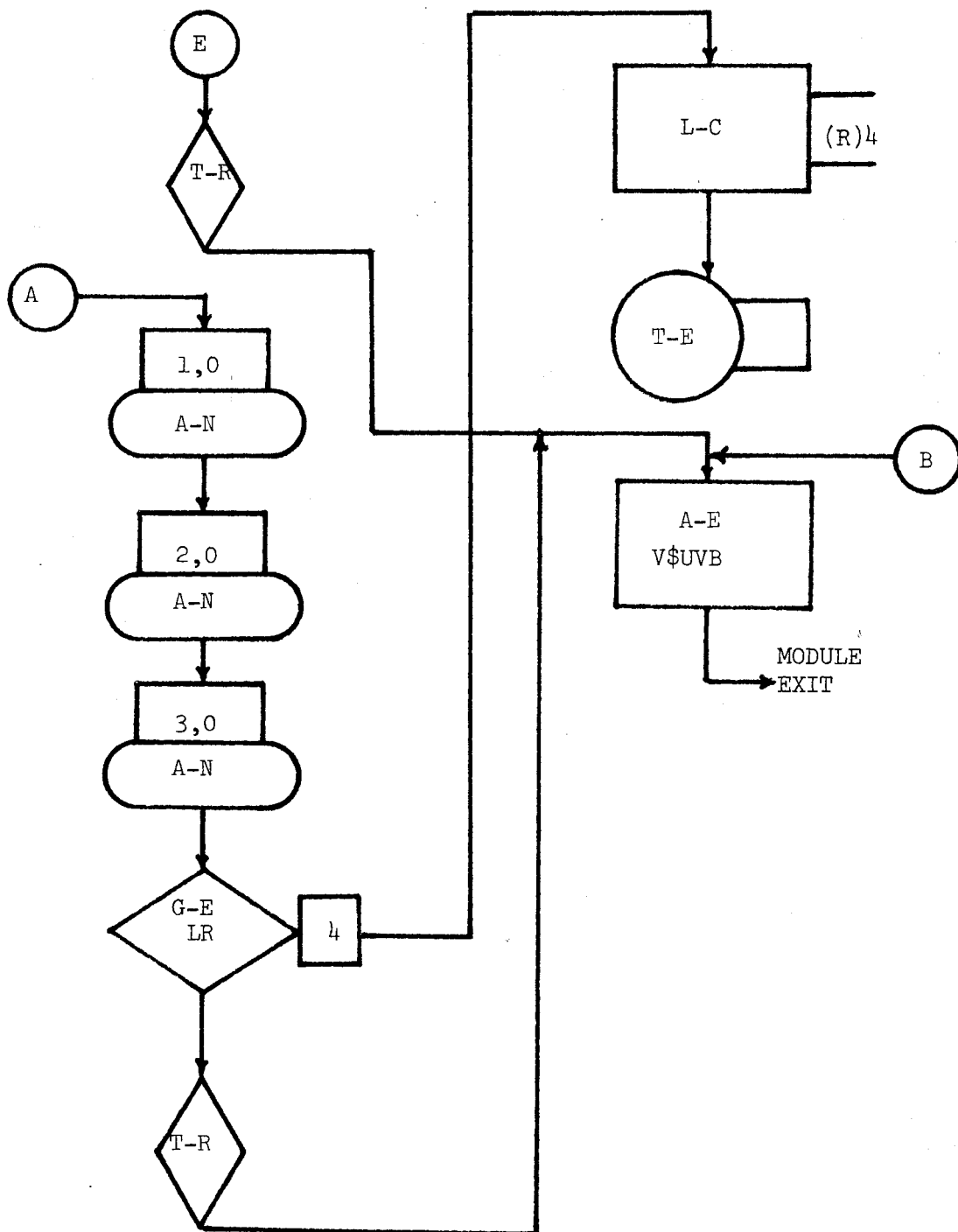


Figure 17. (Continued)

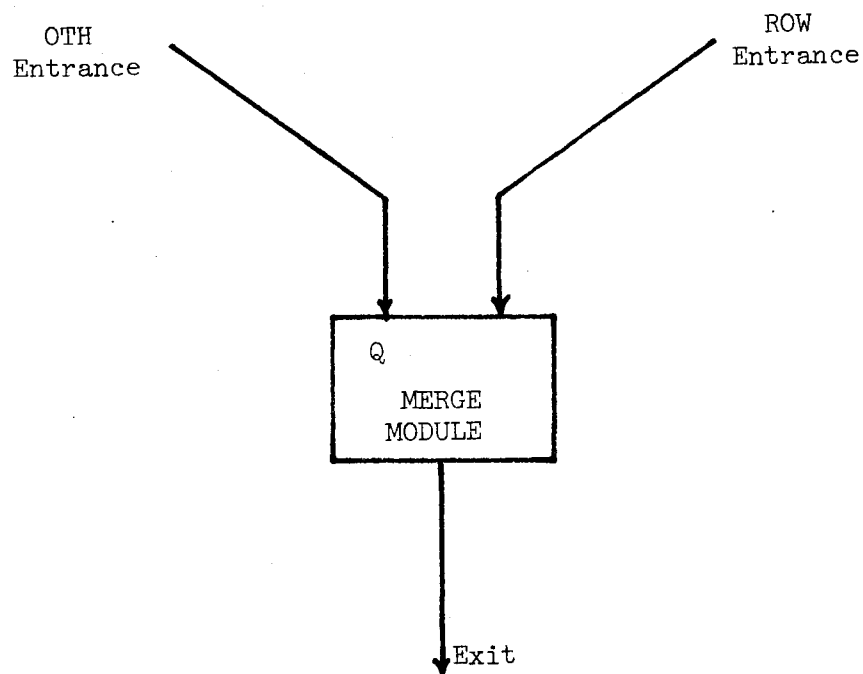


Figure 18. Merge Module

entrance have the right-of-way and can proceed to the exit without being delayed. Carts which enter the module at the OTH entrance may or may not be delayed. If delayed they join a queue shown symbolically as "Q" in Figure 18.

There are ten different logical situations which might occur at the MERGE module. The logic is designed to process each of these cases.

Case 1. (ROW = cart or hook and OTH = nothing) If a hook or a cart enters the module at ROW and nothing has entered the

module at OTH, the hook or cart is transferred immediately to the module exit.

Case 2. (ROW = nothing and OTH = cart or hook) If a hook or a cart enters the module at OTH and nothing has entered the module at ROW, the hook or cart is transferred immediately to the module exit.

Case 3. (ROW = hook, OTH = hook, Q = 0) If a hook enters the module at ROW and at OTH, and there is nothing in the queue, then the OTH hook is destroyed and the ROW hook is transferred to the module exit.

Case 4. (ROW = hook, OTH = hook, Q = +) If a hook enters the module at ROW and at OTH, and there are carts in the queue, both hooks are destroyed and the first cart in the queue is transferred to the module exit.

Case 5. (ROW = hook, OTH = cart, Q = 0) If a hook enters the module at ROW and a cart enters at OTH, and there is nothing in the queue, the ROW hook is destroyed and the OTH cart is transferred to the module exit.

Case 6. (ROW = hook, OTH = cart, Q = +) If a hook enters the module at ROW and a cart enters at OTH, and there are carts waiting in the queue, the ROW hook is destroyed, the OTH cart joins the queue, and the first cart in the queue is transferred to the module exit.

Case 7. (ROW = cart, OTH = hook, Q = 0) If a cart enters the module at ROW, and a hook at OTH, and there is nothing in the queue, the OTH hook is destroyed and the ROW cart is transferred to the module exit.

Case 8. (ROW = cart, OTH = hook, Q = +) If a cart enters the module at ROW, and a hook at OTH, and there are carts waiting in the queue, the OTH hook is destroyed and the ROW cart is transferred to the module exit.

Case 9. (ROW = cart, OTH = cart, Q = 0) If a cart enters the module at ROW, and a cart enters at OTH, and there is nothing in the queue, the OTH cart joins the queue and the ROW cart is transferred to the module exit.

Case 10. (ROW = cart, OTH = cart, Q = +) If a cart enters the module at ROW, and a cart enters at OTH, and there are carts waiting in the queue, the OTH cart joins the queue, and the ROW cart is transferred to the module exit.

Detailed Description

This module has two entrances, and the program logic first deals with the entrance at which the carts have the right-of-way. Carts arriving at this entrance never have to wait or form a queue. This module contains several layers of logic to deal with any of the possibilities which might occur.

A cart which has been directed to the right-of-way entrance sets logic switch one and passes through a logic gate.

```
ROW LOGIC S          1
      GATE LS        2,EXIT
```

Before the conveyor system has been completely constructed, carts or hooks may arrive at only one entrance of the MERGE module (either the right-of-way entrance or the other entrance). The first entry at location ROW (the right-of-way entrance) sets

logic switch one. This action indicates to the logic at the other entrance that there has been an entry at the ROW entrance.

Similar logic appears at the other entrance (labelled OTH). The first entry at the other entrance sets logic switch two indicating to the logic at the ROW entrance that an entry has occurred at the OTH entrance. The entry at the ROW entrance then passes through the logic gate. If there has been no entry at the OTH entrance, it takes the alternate exit of the gate block and proceeds to location EXIT at the end of this module.

If there has been an entry at the OTH entrance, the transaction proceeds to the next sequential block. The next layer of logic insures and maintains the timing and integrity of the towlines. First a transaction sets logic switch three and encounters a gate block operating in the conditional entry mode.

LOGIC S 3

GATE LS 4

Logic similar to the above occurs at this point in the program at the OTH entrance. Transactions which encounter this logic must be timed with transactions encountering logic at the OTH entrance, but arrivals at both entrances may not occur at the same clock time. This logic causes the transaction which arrived at one of the entrances first to wait (at the gate block) for the transaction to arrive at the other entrance. Once both transactions have arrived, either one may begin to move first. First assume the transaction at the ROW entrance moves first. Later, the case in which the transaction at the OTH entrance moves first will be considered.

The next sequential block for the transaction at the ROW entrance determines if it is a cart or a hook.

TEST E P1,1,HOOK

A hook takes the alternate exit and is transferred to location HOOK.

A cart proceeds and sets logic switch six.

LOGIC S 6

This indicates to the logic at the OTH entrance that a cart is present at the ROW entrance.

The cart then is stopped to allow the transaction at the OTH entrance to move if it has not already moved.

PRIORITY 0,BUFFER

The priority of the cart is changed back to one, and the cart is delayed again to allow the transaction at the OTH entrance to move first since it

PRIORITY 1

PRIORITY 0,BUFFER

must determine if it has to wait and join a queue or proceed.

Finally the cart's priority is changed back to one again and it proceeds on out the module exit.

PRIORITY 1

The transaction which leaves at the module exit resets the logic for the next pair of entries and is then transferred to the ADVANCE block at the end of the module.

EXIT LOGIC R 3

LOGIC R 4

LOGIC R 5

LOGIC R 6
TRANSFER ,AOUT

The logic at the OTH entrance is somewhat parallel to the logic at the ROW entrance. The first transaction to arrive at the OTH entrance sets logic switch two indicating an arrival at this entrance, and then passes through a logic gate.

OTH LOGIC S 2
GATE LS 1,EXIT

If a transaction has not arrived at the ROW entrance, the arrival at the OTH entrance takes the alternate exit through the GATE block and is transferred to location EXIT.

If there has been an arrival at the ROW entrance, the transaction at the OTH entrance continues to the next sequential block at which it sets logic switch four. It proceeds and encounters a gate block operating in the conditional entry mode.

LOGIC S 4
GATE LS 3

The purpose of this layer of logic has been discussed previously. Now assume that the transaction at this entrance moves first since the case in which the transaction at the ROW entrance moves first has already been discussed.

The next block determines if the transaction is a hook or a cart.

TEST E P1,1,TERM

If the transaction is a hook it is destroyed since the cart or hook at the ROW entrance will survive and continue out the module exit.

A cart continues and sets logic switch five which indicates a cart has arrived at the OTH entrance.

```
LOGIC S          5
```

The cart is delayed to allow the transaction at the ROW entrance to move after which its priority is changed back to one.

```
PRIORITY        0,BUFFER
```

```
PRIORITY        1
```

The transaction at the ROW entrance moves until it encounters a sequence of blocks similar to those shown above. Now the cart at the OTH entrance continues to move.

The next sequential block determines if there is a queue of carts at the OTH entrance waiting for an empty hook to enter at the ROW entrance.

```
GATE NU         FAC,QUE
```

If the facility FAC is in use, a cart is waiting and the entering cart is transferred to the queue of carts at location QUE.

If no carts are waiting, the cart continues to the next block. The next block determines if there is a cart at both entrances or not. This is done by means of a boolean variable.

```
MBV BVARIABLE   LS5*LS6
```

```
TEST E         BV$MBV,1,CRHK
```

If the value of the boolean variable is zero, there is a hook at the ROW entrance and the cart can continue out of the module by being transferred to location CRHK.

If the value of the boolean variable is equal to one, there is a cart at both entrances, and the cart at the OTH entrance must

join the queue. It joins the queue and is linked onto a user chain to save CPU time.

```
QUE  QUEUE           MQU
     LINK           MCH,FIFO,MSZ
```

The first transaction in the waiting line can seize a facility which contains the logic necessary to capture a hook.

```
MSZ  SEIZE          FAC
```

It sets logic switch seven and then waits at a GATE block for a hook at the ROW entrance to reset logic switch seven to allow the cart to proceed.

```
LOGIC S           7
GATE  LR           7
```

After a hook at the ROW entrance opens the gate, the cart can depart the queue, release the facility, unlink the next cart from the user chain, and transfer to the module exit.

```
DEPART           MQU
RELEASE          FAC
UNLINK           MCH,MSZ,1
TRANSFER         ,EXIT
```

A cart at the OTH entrance captures a hook by setting logic switch seven before being transferred to the module exit.

```
CRHK LOGIC S           7
TRANSFER         ,EXIT
```

A hook at the ROW entrance is transferred to location HOOK. Here it is first delayed twice for the same reason that a cart at the ROW entrance way delayed twice.

HOOK PRIORITY 0,BUFFER

PRIORITY 1

PRIORITY 0,BUFFER

PRIORITY 1

Then the hook encounters a logic gate that determines if a cart is waiting at the OTH entrance or not.

GATE LR 7,THOO

If a cart is not waiting the hook is transferred to the module exit.

TRANSFER ,EXIT

If a cart is waiting the hook opens the gate for the cart by resetting logic switch seven and is then destroyed.

THOO LOGIC R 7

TERMINATE

At the end of the module is the ADVANCE block that delays the transaction for the time it takes it to reach the next module entrance.

AOUT ADVANCE 0

MVB VARIABLE (90*1000)/X3

ADVANCE V\$MVB

The transaction then proceeds to the next sequential module.

A source listing of the MERGE module is given in Figure 19 and a flow chart of the module is shown in Figure 20.

Model Validation

Two concepts of ascertaining the model's representation of reality are used by this researcher. The first concept is

ROW	LOGIC S	1
	GATE LS	2,EXIT
	LOGIC S	3
	GATE LS	4
	TEST E	P1,1,HOOK
	LOGIC S	6
	PRIORITY	0,BUFFER
	PRIORITY	1
	PRIORITY	0,BUFFER
	PRIORITY	1
EXIT	LOGIC R	3
	LOGIC R	4
	LOGIC R	5
	LOGIC R	6
	TRANSFER	,AOUT
OTH	LOGIC S	2
	GATE LS	1,EXIT
	LOGIC S	4
	GATE LS	3
	TEST E	P1,1,TERM
	LOGIC S	5
	PRIORITY	0,BUFFER
	PRIORITY	1
	GATE NU	FAC,QUE
MBV	BVARIABLE	LS5*LS6
	TEST E	BV\$MBV,1,CRHK
QUE	QUEUE	MQU
	LINK	MCH,FIFO,MSZ
MSZ	SEIZE	FAC
	LOGIC S	7
	GATE LR	7
	DEPART	MQU
	RELEASE	FAC
	UNLINK	MCH,MSZ,1
	TRANSFER	,EXIT
CRHK	LOGIC S	7
	TRANSFER	,EXIT
HOOK	PRIORITY	0,BUFFER
	PRIORITY	1
	PRIORITY	0,BUFFER
	PRIORITY	1
	GATE LR	7,THOO
	TRANSFER	,EXIT
THOO	LOGIC R	7
	TERMINATE	
AOUT	ADVANCE	0
MVB	VARIABLE	(90*1000)/X3
	ADVANCE	V\$MVB

Figure 19. Source Listing of MERGE Module

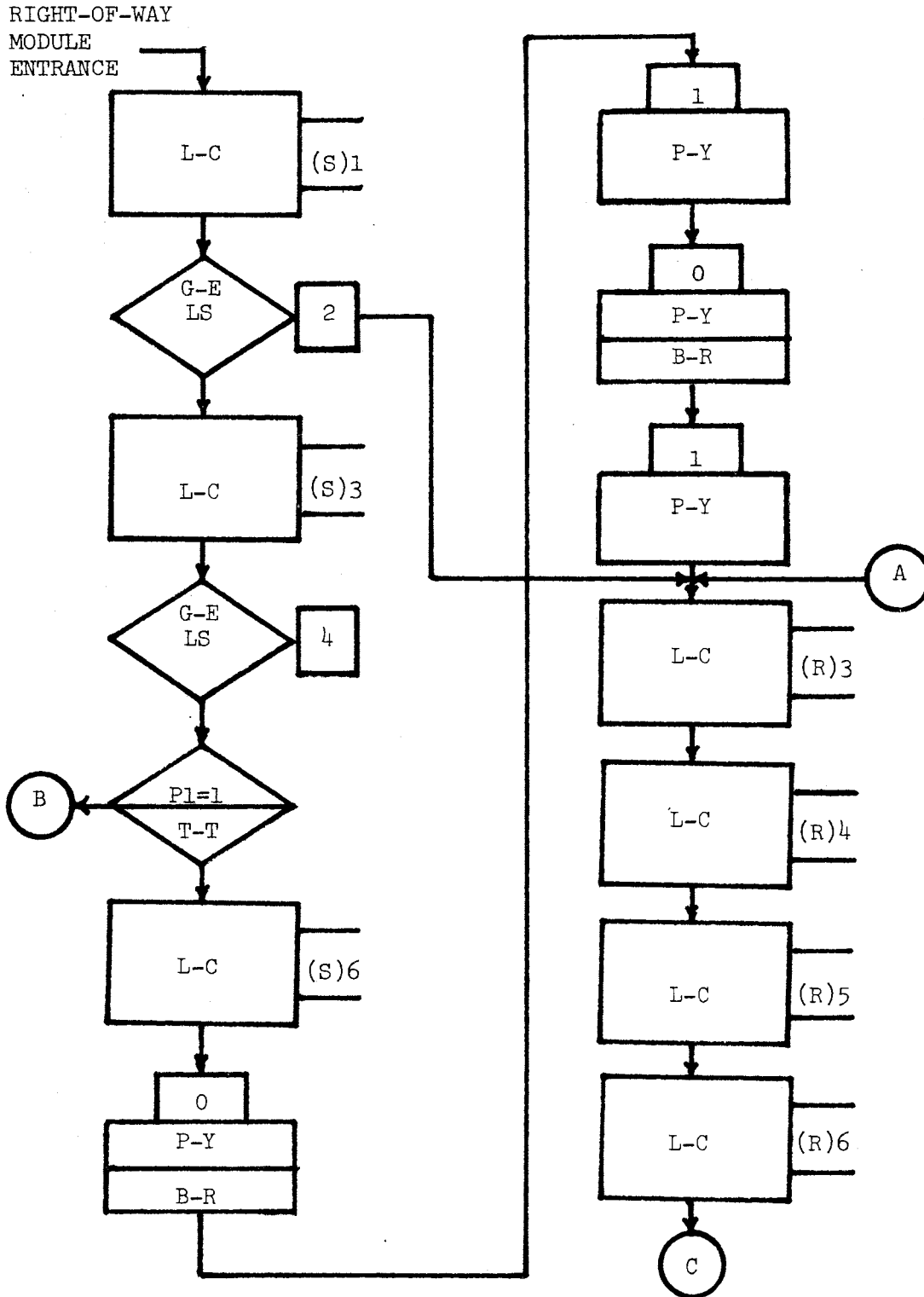


Figure 20. Flow Chart of MERGE Module

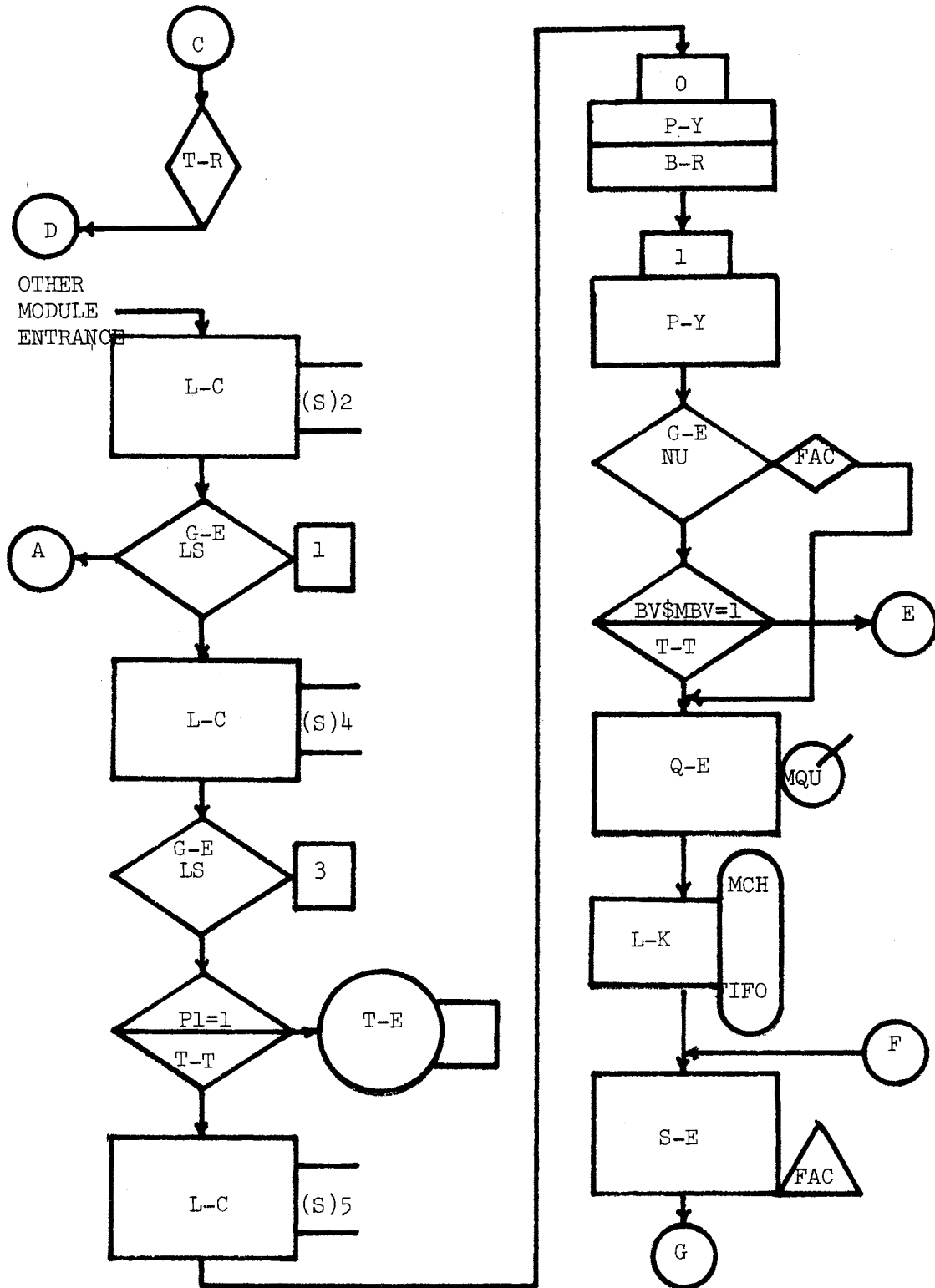


Figure 20. (Continued)

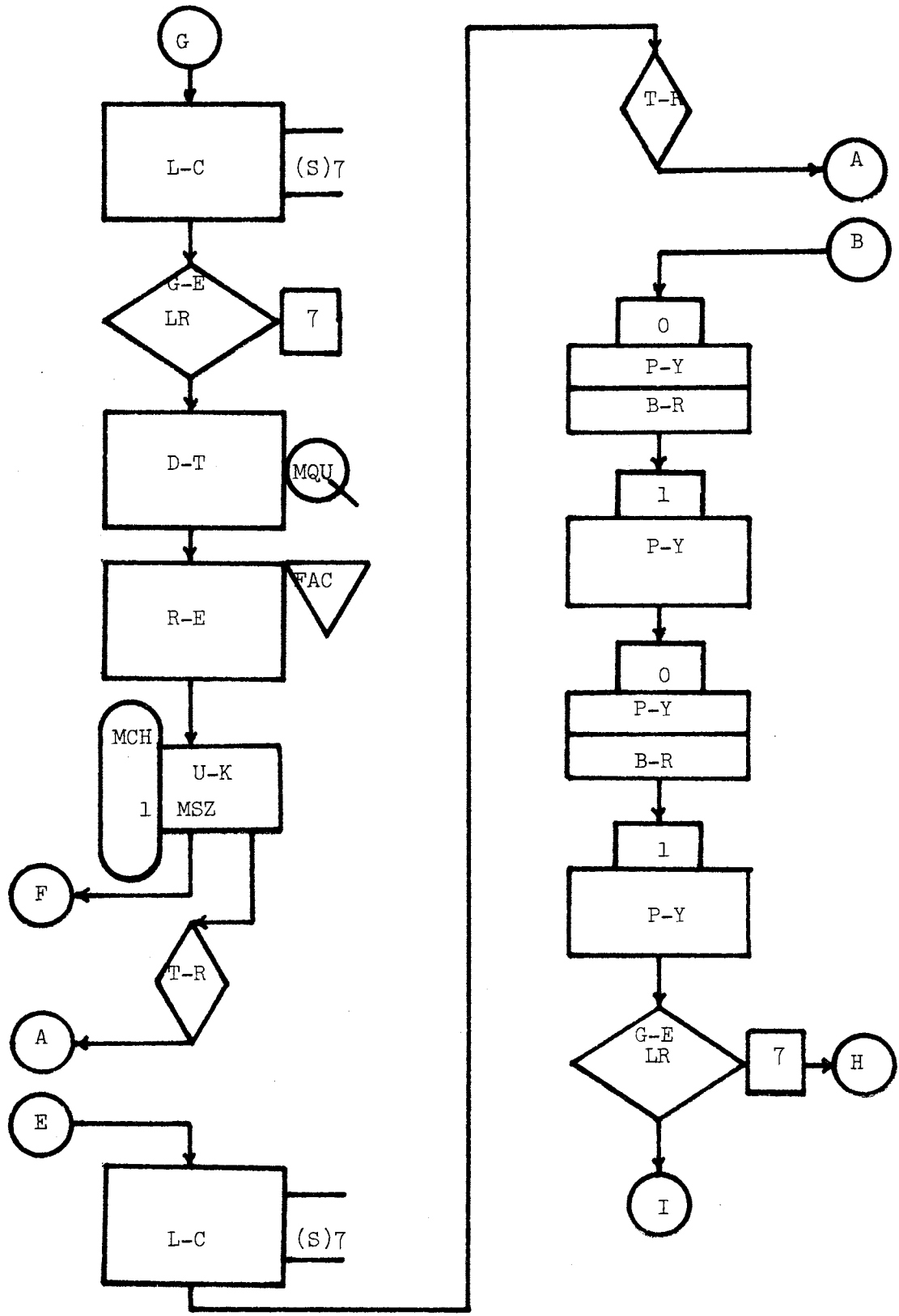


Figure 20. (Continued)

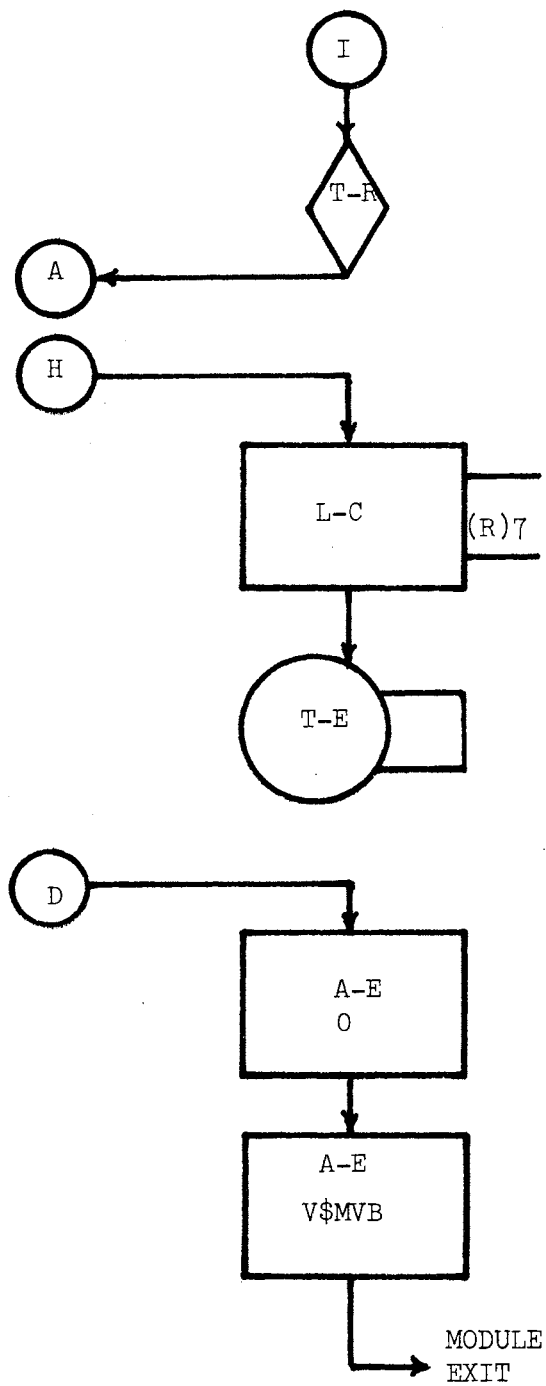


Figure 20. (Continued)

validation. The objective of validation is to establish that each module responds in a logical manner that is not unlike the actual system. This objective asks the question, "Is each module logically correct?" The second concept is verification. The objective of verification is to establish that the entire simulation model responds in a manner that does not misrepresent the response of the actual system under typical conditions.

The first phase of the model validation was accomplished during the model construction. In cases where logic was designed to deal with a number of different situations, the situations were exhaustively enumerated. This researcher then simulated each case of the module logic by hand to validate its construction.

The second phase of validation was accomplished by a series of trial computer simulations of each module to insure the correctness of the logic. All possible cases of module inputs were deterministically programmed and the output was analyzed to insure the module's correctness under all situations.

The third phase of validation consisted of building a small conveyor simulation model that consisted of one of each of the five modules. A series of trial computer simulations were performed with this model to test the modules. The future events chain, current events chain, users chains, and other GPSS output statistics were used to determine if each module's response was logically correct.

It was not the objective of this research to perform a model verification; however, further arguments for the model's validation are presented in Chapter VI and Chapter VII.

CHAPTER V

MODEL USER'S GUIDE

The model developed in the previous chapter is somewhat large and lengthy. For example, a conveyor system of average size and complexity may require more than 1000 GPSS/360 blocks, and on the IBM 360 system one hour of simulation time may require as much as one minute of CPU time. The purpose of this chapter is to assist the user in programming his conveyor system using the model developed through this research.

Primary Considerations

Conveyor systems of average complexity will probably require the 256 K version of GPSS/360 and the use of the REALLOCATE feature. Increasing the size of COMMON is the most important function of the REALLOCATE card in this model. The use of REALLOCATE is described in the GPSS/360 Operator's Manual (H20-0311 under OS/360 or H20-0327 under DOS/360).

If the normal distribution is used for load and unload times, then the standard normal distribution must be defined as a GPSS function. Other necessary functions include probability distributions of the possible destinations of empty carts from each UALS module, and probability distributions of the possible destinations of loaded carts from each UALS module. Many of

these distributions may be the same and need not be duplicated. The functions should be labelled, not numbered.

Three savevalues used throughout the model must be specified. These may be specified by INITIAL cards. Savevalue number one (X1) must be initialized at the number of carts in the system. If the system does not use carts and the goods transferred on the conveyor are attached directly to the hooks, then X1 should be initialized at the number of hooks in the system. X2 must be initialized at the distance between hooks on the conveyor. X3 must be initialized at the speed of the conveyor. If X2 is defined in feet, then X3 must be defined in feet per minute.

One storage must be defined in the model. The storage label is IPS which stands for in process storage. It is defined by a STORAGE card as equal to the number of carts in the system. The purpose of this storage is to give the user an indication of the utilization of carts as an in process storage.

Any tables that the user wishes to use must also be defined. The user may want to tabulate the destinations of loaded carts that pass a particular point in the model. This may be a tabulation of carts that are recirculating in the system. The user must supply the TABLE card and insert TABULATE cards at proper places in the model.

The users considerations in the CAHG module and the PPLS module have been discussed in Chapter IV since these modules only occur once in the system. The other three modules occur from four to nineteen times throughout the model. To facilitate their programming and use, they have been encapsulated in GPSS/360 MACROS. The

remainder of this chapter explains these MACROS.

Macro Modules

A source listing of the three modules programmed in macros is shown in Appendix A. A macro is a string of frequently used blocks defined by the user, which he may later call with only one card. The only advantage obtained by using macros is the elimination of the need to code and keypunch repetitive strings of blocks.

The definition of macros requires two control cards. A STARTMACRO card labelled with the name of the macro is placed in front of the actual macro blocks, and an ENDMACRO card is placed at the end of the macro. The actual macro definition cards are placed between these two control cards. These macro definition cards follow the normal GPSS block format except that some fields may be replaced by macro arguments. Macro arguments are represented by following a special character # with a letter (A-J) which represent arguments 1-10 respectively. A maximum of ten arguments per macro is allowed.

Macros are called by means of the MACRO card labelled with the name of the macro being called. The macro arguments to be substituted into the macro definition cards are listed in the MACRO card. As a simple example of a macro, the block sequence shown below defines a macro.

```
RONI STARTMACRO
#C SEIZE          #A
ADVANCE          #B
RELEASE          #A
```

ENDMACRO

This macro labelled RONI can be called with the MACRO card shown below.

RONI MACRO 1,400,FAC

The above card would produce the following block sequence in the compiled program.

FAC SEIZE	1
ADVANCE	400
RELEASE	1

Merge Module

The MERGE module is constructed of three GPSS/360 MACROS labelled MERG1, MERG2, and MERG3. These MACRO cards when used in order with the arguments defined will be compiled as a complete MERGE module. The remainder of this section is an explanation of the MACRO arguments.

MERG1 MACRO #A,#B,#C,#D,#E,#F,#G,#H,#I,#J

#A - any unique three letter label

#B - any unique three letter label

#C - any unique three letter label

#D - any unique three letter label

#E - any unique three letter label

#F - any unique three letter label

#G - any unique three letter label

#H - any unique three letter label

#I - any unique three letter label

#J - any unique three letter label

MERG2 MACRO #A,#B,#C,#D,#E,#F,#G,#H,#I,#J

#A - same as #A of MERG1
 #B - same as #B of MERG1
 #C - any unique three letter label
 #D - any unique three letter label
 #E - BV\$ (same as #D of MERG2)
 #F - LS\$ (same as #C of MERG1)*LS\$
 (same as #F of MERG1)
 #G - any unique three letter label
 #H - any unique three letter label
 #I - any unique three letter label
 #J - same as #I of MERG1

MERG3 MACRO #A,#B,#C

#A - any unique three letter label
 #B - V\$ (same as #A of MERG3)
 #C - delay time in milliminutes to the next module
 entrance, i.e. $(090*1000)/X3$ or
 (Distance in feet * 1000)/X3

Split Module

The SPLIT module is also constructed of three GPSS/360 macros. They are labelled SPLT1, SPLT2, and SPLT3. The remainder of this section is an explanation of their MACRO arguments.

SPLT1 MACRO #A,#B,#C,#D,#E,#F,#G,#H,#I,#J

#A - any unique three letter label
 #B - any unique three letter label

#C - any unique three letter label
 #D - any unique three letter label
 #E - any unique three letter label
 #F - any unique three letter label
 #G - any unique three letter label
 #H - logical condition regarding P3 which is the argument
 of a boolean variable that equals one for a cart to
 proceed out the left exit, i.e.
 $P3'GE'9 * P3'L'17$ or $P3'GE'17 + P3'L'9$
 #I - BV\$ (same as #G of SPLT1)
 #J - the size that Q\$LCR1 must reach for a cart with a
 destination to the left be diverted to the right,
 i.e. 999 or 36

SPLT2 MACRO #A,#B,#C,#D,#E
 #A - any unique three letter label
 #B - location label of the entrance to the next sequential
 module to the left
 #C - same as #A of SPLT1
 #D - V\$ (same as #A of SPLT2)
 #E - delay time to the entrance to the next sequential
 module to the left in milliminutes, i.e. $(236 * 1000) / X3$

SPLT3 MACRO #A,#B,#C,#D,#E
 #A - any unique three letter label
 #B - location label of the entrance to the next sequential
 module to the right
 #C - same as #B of SPLT1
 #D - V\$ (same as #A of SPLT3)

#E - delay time to the entrance to the next sequential
module to the left in milliminutes, i.e. $(060*1000)/X3$

Unload and Load Station Module

The UALS module is again constructed of three GPSS/360 macros. They are labelled ULST1, ULST2, and ULST3. The remainder of this section is an explanation of these MACRO arguments.

ULST1 MACRO #A,#B,#C,#D,#E,#F,#G,#H,#I,#J

#A - any unique three letter label

#B - any unique three letter label

#C - any unique three letter label

#D - any unique three letter label

#E - Q\$ (same as #D of ULST1)

#F - V\$ (same as #D of ULST1)

#G - destination number of this module, i.e. 1,2,3,etc.

#H - mean unload time in milliminutes, i.e. 4 minutes = 4000
milliminutes

#I - the maximum number of carts that can be in the station
queue, i.e. 15 or 35

#J - variable argument which is the spread modifier of the
mean unload time in milliminutes, i.e. $FN\$NORM*800$

ULST2 MACRO #A,#B,#C,#D,#E,#F,#G,#H,#I

#A - same as #C of ULST1

#B - any unique three letter label

#C - CH\$ (same as #A of ULST2)

#D - V\$ (same as #B of ULST2)

- #E - FN\$ (the label of the function which defines the probability distribution of the possible destinations of empty carts which leave this module), i.e. FN\$DECL
- #F - any unique three letter label
- #G - mean load time in milliminutes, i.e. 2 minutes = 2000 milliminutes
- #H - the maximum number of empty carts to be retained at the module minus one, i.e. 1,2,etc.
- #I - variable argument which is the spread modifier of the mean load time in milliminutes, i.e. FN\$NORM*400

ULST3 MACRO #A,#B,#C,#D,#E,#F,#G,#H,#I

- #A - same as #B of ULST2
- #B - any unique three letter label
- #C - same as #B of ULST1
- #D - same as #A of ULST1
- #E - any unique three letter label
- #F - V\$ (same as #E of ULST3)
- #G - same as #D of ULST1
- #H - FN\$ (the label of the function which defines the probability distribution of the possible destinations of loaded carts which leave this module), i.e. FN\$DLC1
- #I - delay time to the entrance to the next sequential module in milliminutes, i.e. $(601*1000)/X3$

Model Order

The general structure of the model should be similar to that of the conveyor system. Before the actual system modules, the

deck should include:

1. REALLOCATE cards
2. SIMULATE card
3. Three general purpose MACRO modules
4. FUNCTION definition cards including the standard normal distribution if it is used.
5. TABLE definition cards if they are used.
6. Three INITIAL cards for X1, X2, and X3
7. STORAGE definition card labelled IPS

Since the model forms a closed loop, any point in the model may be used as a starting point. If a transaction which leaves a module should not enter the next sequential module, an unconditional transfer should be inserted into the deck for proper routing.

The CAHG module and the PPLS module must be constructed by the user, but the three general purpose modules do not need to be constructed. To use these three modules, the user need only insert the three MACRO definition cards and supply their arguments.

The last part of the model deck should be a run timer to stop the simulation. The user can define his own run timer. The following run timer lets the model run for two hours to reach steady state. A RESET card is used, and the model is simulated for twenty hours.

GENERATE	120000
TERMINATE	1
START	1
RESET	
START	10

CHAPTER VI

FIRST MODEL SIMULATION

After the conveyor system modules had been developed and validated, they were combined into a model of the first large manufacturing company's conveyor system which was described in Chapter III. This chapter includes a discussion of the simulation of that model and its output statistics.

Simulation Model

Figure 1 shown in Chapter III is a graphical representation of the manufacturing company's warehouse distribution conveyor system. This was a useful starting point in building the simulation model by visualizing the overall system. A blueprint of the floor plan of the towline was obtained. Measurements of distances along the towline were taken from the blueprint and transcribed on the towline floor plan shown in Figure 21. The blueprint floor plan was also used to aid in the identification of the position of the modules which were used to construct the simulation model of the system. To aid in building the model correctly, Figure 21 was transformed into Figure 22 which is a modular representation of the conveyor system. Figure 22 shows the type of module that was used at each interface, and the destination identification number is given for each of the UALS

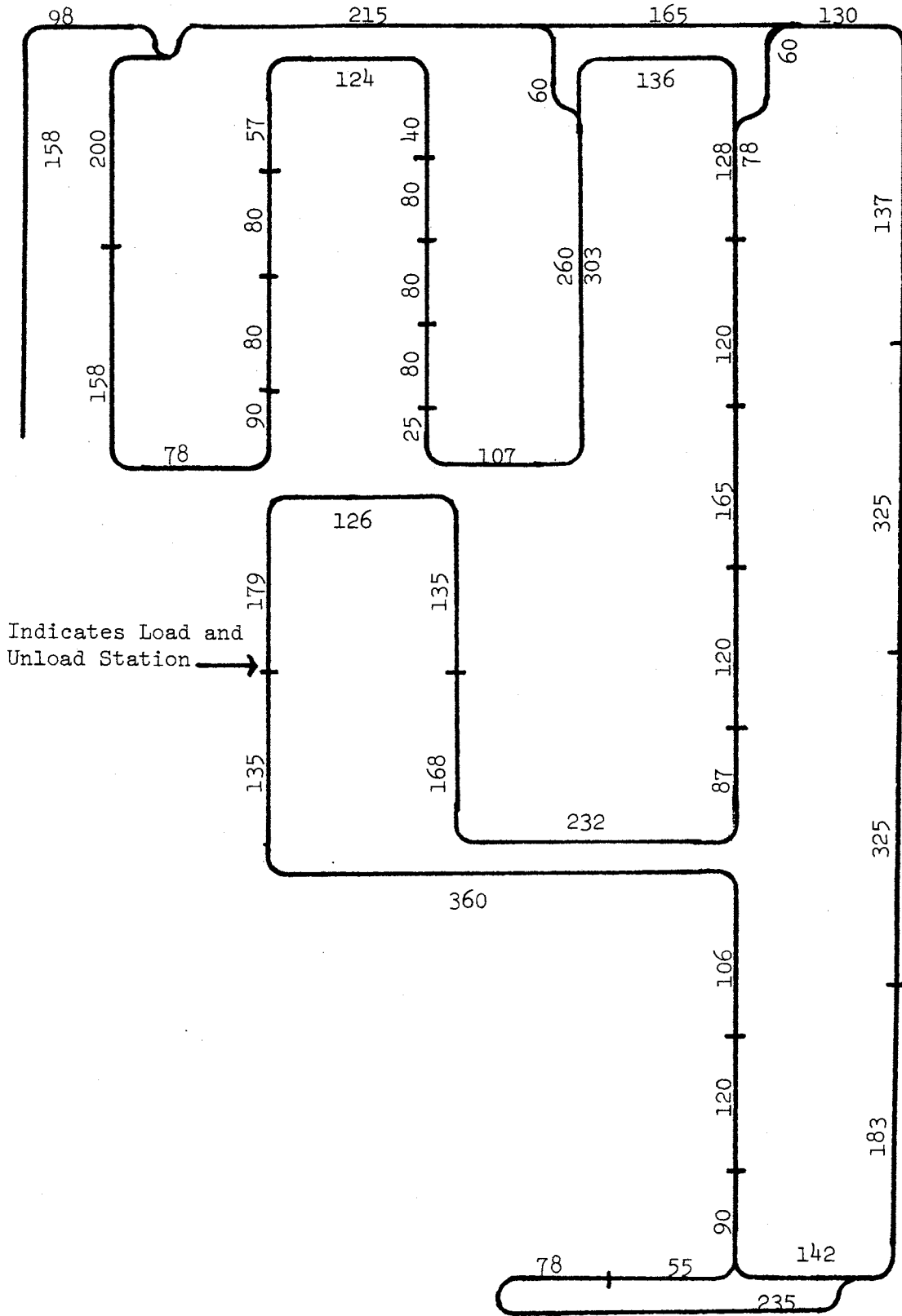


Figure 21. Conveyor System Floor Plan

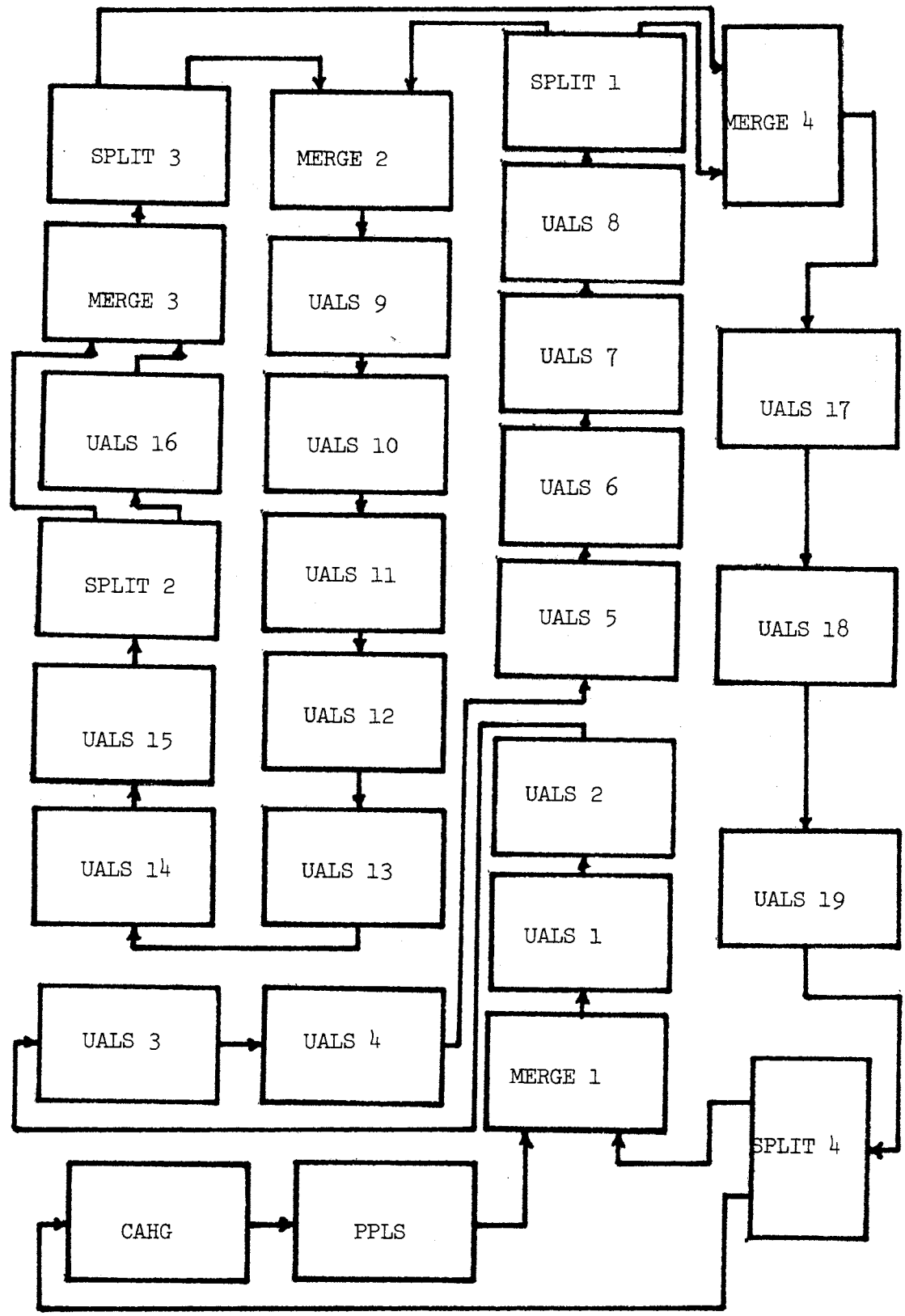


Figure 22. Modular Floor Plan of Conveyor

modules and the PPLS module. A complete source listing of this conveyor system is given in Appendix A.

The functions used for possible destinations of empty and loaded carts were estimated with the aid of the manufacturing company's Industrial Engineering Department. These functions are difficult to validate with hard data and often must be approximated. Two TABLE definition cards were used to tabulate the number of loaded carts that pass two points in the model. X1, the number of carts in the system, was initialized at 380, X2, the hook spacing, was initialized at 21 feet, and X3, the conveyor speed, was initialized at 70 feet per minute.

The module parameters or arguments such as maximum station queue etc. were obtained from the conveyor specifications on the blueprint. Other parameters such as the mean and standard deviation of the load and unload times etc. were estimated with the aid of the company's Industrial Engineering Department. Unconditional TRANSFER cards were added to the model where it was necessary to direct the transactions to their proper destinations. The series of blocks shown below was added to the model between the right exit of the third SPLIT module and the non right-of-way entrance to the second MERGE module and between the right exit of the fourth SPLIT module and the right-of-way entrance to the first MERGE module.

```
TAA TEST E          P2,1,TRA
      TABULATE      REC1
TRA TRANSFER        ,MBO
```

The purpose of these blocks was to tabulate the number of loaded

carts by destination which passed that point in the module. The table labelled REC1 tabulated the carts at the first location described above, and table labelled REC2 tabulated the carts at the second location described above.

Finally the conveyor system was simulated for twenty hours after having reached steady state. A snap interval of four hours was used to give output statistics after each four hours of simulation.

Output Statistics

The standard GPSS/360 output statistics produced at the end of the simulation is given in Appendix A. The user chain statistics are of little value to the analysis of the simulation because the user chains were added only to save CPU time. The data from them can be more easily and completely obtained from the queue statistics. Many of the facilities in the model were used for logical purposes only (allowing a cart to capture a hook). The statistics from these facilities is of little value. Each UALS module consists of a loading facility and an unloading facility. The percent utilization of these facilities and the PPLS module is summarized in Table I.

The Table I statistics directly reflect the user defined functions of possible destinations of loaded and empty carts. If these functions were changed, the changes would become apparent in the load and unload facility utilization statistics. The facility statistics also contain the average time per transaction. This time corresponds directly to the mean loading or unloading

time and is of no value except for comparing it to the user defined mean. The total number of entries gives the user an idea of how many carts were processed by each facility. This statistic can be obtained from the queue or facility statistics. It will be discussed later in this chapter.

TABLE I
FACILITY UTILIZATION STATISTICS I

UALS Module (Destination)	Unload Facility Utilization (%)	Load Facility Utilization (%)
1	35.9	4.4
2	38.2	6.1
3	34.6	5.4
4	28.8	8.8
5	41.5	6.1
6	33.9	7.1
7	39.1	8.6
8	34.5	10.2
9	17.1	4.3
10	16.7	4.6
11	14.3	4.0
12	19.7	5.0
13	19.5	5.9
14	18.8	5.4
15	21.3	5.0
16	31.4	63.5
17	6.4	7.1
18	7.6	7.2
19	4.5	9.8
PPLS	NA	100.0

The value of recirculating conveyors as an in-process storage may be either under estimated or over estimated. Table II summarizes the storage statistics for this simulation.

TABLE II
IN-PROCESS STORAGE STATISTICS I

Total Capacity (no.)	Average Contents (no.)	Average Utilization (%)	Total Entries (no.)	Average Time/Transaction (min.)	Maximum Contents (no.)
380	64	16.8	1722	44.6	131

The capacity of the storage was set by the user at the total number of carts in the system. In this simulation for this system, the utilization of this storage was low (16.8%). The average time/transaction tells the user that it took an average of 44.6 minutes for a loaded cart to reach its destination and be unloaded. This time might be useful for planning purposes such as planning delays for customers in placing and receiving orders. The average time a cart is delayed at a UALS module might also be used in this estimate. This statistic and other queue statistics are summarized in Table III.

TABLE III
 QUEUE STATISTICS

UALS Module (Destination)	Average Contents (no.)	Total Entries (no.)	Average Time/ Transaction (min.)
1	5.8	139	50.5
2	5.5	155	42.2
3	5.2	143	43.6
4	6.4	143	53.5
5	6.4	165	46.3
6	5.2	149	41.7
7	6.1	174	42.2
8	5.0	169	35.8
9	2.3	64	42.2
10	2.3	66	41.3
11	2.2	56	47.4
12	2.3	74	37.3
13	2.3	78	35.3
14	2.3	74	37.0
15	2.3	77	36.2
16	8.1	761	12.7
17	4.9	74	78.9
18	4.9	84	69.9
19	3.9	77	61.5
PPLS	40.4	635	76.4

The average station queue contents gives the user an indication of the average number of carts present at the module at any time.

The total entries tells how many carts passed through

each UALS module. The average time per transaction gives the average total time a cart was delayed at a UALS module for unloading and or loading plus waiting time. Queue statistics are also given for the waiting lines that can build up at the MERGE modules. These statistics indicate that the two most critical bottlenecks in the simulation model occur at the point where carts from the PPLS module attempt to capture a hook on the main loop and where the two loops merge just prior to the rail docks. The sizes of these queues may be influenced by the accuracy of the user defined functions which are probability distributions of possible destinations of empty and loaded carts. The sizes of these queues may also be influenced by the total number of carts that are loaded and unloaded at the UALS modules. The actual observed sizes of these queues and the simulated sizes of these queues can be used to test the system sensitivity to external or internal changes such as increasing the number of carts or decreasing the cart delay time at the UALS modules.

Finally the two user defined tables RECl and REC2 are given in Table IV. These tables were used to count the number of carts that pass a point in the model. Table RECl counts the number of loaded carts from UALS modules 8-15 which are recirculating around the loop or have a load to be unloaded at the truck docks. Table REC2 counts the loaded carts which pass another point in the model. The user may put these types of tables any place in the model where he desires to obtain statistics. The table may be configured to count empty carts, loaded carts or both. They may also be used for model verification purposes.

TABLE IV
TABLE STATISTICS I

UALS Module (Destination)	Observed Frequency	
	Table REC1 (no.)	Table REC2 (no.)
0	0	0
1	0	39
2	0	45
3	0	38
4	0	40
5	0	39
6	0	40
7	0	41
8	0	40
9	15	5
10	16	7
11	16	4
12	24	3
13	28	2
14	28	5
15	31	6
16	0	0
17	0	0
18	0	0
19	0	0

CHAPTER VII

SECOND MODEL SIMULATION

The second manufacturer's recirculating conveyor system was chosen for study because it is a different type of recirculating conveyor than the one modeled previously. This chapter includes a brief system description, a discussion of the simulation model, and the simulation output statistics.

System Description

This conveyor system is an overhead type conveyor which transports components from a subassembly load station to two final assembly unload stations. The products are placed directly onto discretely spaced hooks which are an integral part of the overhead conveyor. The conveyor system is somewhat less complex than the one previously studied; however, it is different in that carts are not used. The products are placed directly on the hooks.

A floor plan diagram of the conveyor system is shown in Figure 23. Components which are placed on the conveyor at the load station first pass through an inspection area. Here the components are given a 100% inspection as they move on the conveyor. This portion of the system does not affect the operational aspects of the conveyor itself and is represented in the model as a delay. Approximately 70% of the components are the type which are removed

from the conveyor at the first unload station encountered and the remainder are destined for the second unload station.

There are 1200 hooks on the 600 foot conveyor which is operated at a speed of 10 feet per minute. The distance between hooks is 6 inches and it takes a hook one hour to complete the circuit. There are 360 feet of conveyor between the load station and the first unload station, 120 feet between the first and second unload stations, and 120 feet between the second unload station and the load station.

Simulation Model

The conveyor system may be completely constructed using four simulation modules developed earlier in this research. The CAHG module is necessary without modification to build the conveyor. The PPLS module without modification was used to represent the load station. Two UALS modules with one minor modification was used to represent the two unload stations. Since the two UALS modules were being used for unloading purposes only an unconditional TRANSFER block was added to the module to branch the transactions around the load portion of the module.

The function used for the possible destination of the loaded hooks was estimated by the company's Industrial Engineering Department. One table was defined in this simulation model to tabulate the number of components which recirculated on the conveyor. X1, the number of carts in the system, was initialized at 1200 which is the number of hooks in the system. To the model, this means there is a cart on every available hook. X3, the

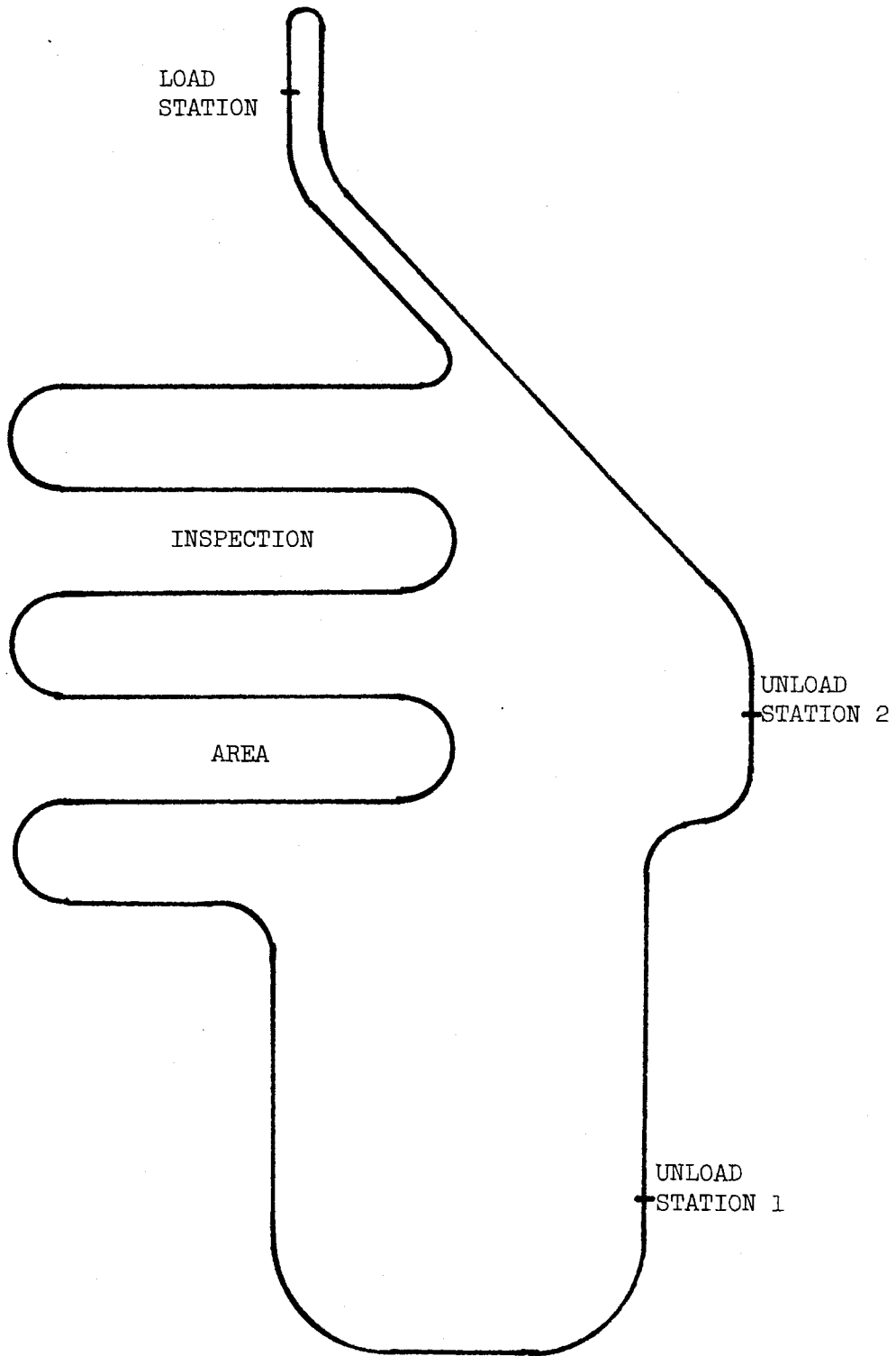


Figure 23. Conveyor Floor Plan

conveyor speed, was initialized at 10 feet per minute. The distance between hooks could not be directly incorporated into a savevalue since it was a fractional value. This distance is used only in variable number one and was placed in that variable directly.

The module parameters and the arguments of the two UALS modules were obtained from observation of the system in operation and from the company's supervisory personnel. The data for the load and unload times was estimated with the aid of the company's Industrial Engineering Department. Following the last UALS module, the sequence of blocks shown below was added to the model to tabulate the number of components that recirculated on the conveyor and then transfer the hooks to the entrance to the CAHG module.

```

TEST E          P2,1,TRA
TABULATE       RECL
TRA TRANSFER   ,NTR

```

Finally the model was simulated for eight hours of operation after having reached steady state. Appendix B shows a source listing of the conveyor system model and lists the standard GPSS/360 output statistics produced at the end of the simulation.

Output Statistics

Since the conveyor system is a simple one, only three different statistics are of any value. The facility statistics give the average utilization of the load and unload stations, the storage statistics give the utilization of the conveyor as an in process storage, and the table statistics can be used to calculate the percentage of the components that recirculate. The queue statistics

and user chain statistics are of no value since no queues can form in this one loop conveyor system.

Table V gives the average utilization of the load station and two unload station modules. This statistic can be influenced by the maximum station queue policy that is used in the UALS modules. After observing this system in operation, it was determined that the person unloading components from the conveyor had enough time to select and unload only two items from the conveyor at once. The maximum station queue was therefore set at two.

TABLE V
FACILITY UTILIZATION STATISTICS II

Module	Average Utilization (%)
Load Station	73.3
First Unload	77.8
Second Unload	75.0

The capacity of the conveyor as an in-process storage was set by the user at the total number of hooks in the system. In this simulation the average utilization was somewhat higher (68.5%) than in the previous model (16.8%). This is probably due to the fact

that the overhead conveyor is a different type of conveyor. It is also being used for a different purpose and it is loaded and unloaded in a different manner. Table VI summarizes the storage statistics for this simulation.

TABLE VI
IN-PROCESS STORAGE STATISTICS II

Total Capacity (no.)	Average Contents (no.)	Average Utilization (%)	Total Entries (no.)	Average Time/Transaction (min.)	Maximum Contents (no.)
1200	822	68.5	9629	41.0	846

Table VII gives the results of the recirculation statistics tabulated in the model. These results were tabulated in table RECl. More of the items destined for unload station number two recirculated than those destined for unload station number one. Although less components are assigned to be unloaded at UALS module number two (30%), the mean unload time is significantly larger (.140 minutes compared to .060 minutes for UALS number one). The simulation time of eight hours means that 9600 (8 X 1200) hooks passed a given point in the system after the conveyor is constructed. There were 744 entries into table RECl. This means that 7.75% of

the components recirculated on the conveyor or that the probability of recirculation of any one component is .0775.

TABLE VII

TABLE STATISTICS II

UALS Module (destination)	Observed Frequency (no.)
1	193
2	551

CHAPTER VIII

CONCLUSIONS AND RECOMMENDATIONS

This chapter includes a summary of how the research objectives set forth in Chapter I were accomplished and suggests areas for future research.

Conclusions

The first research objective was to examine the functional components of a particular complex integrated conveyor system, with the objective of identifying the functional components and parameters of the system. After confining the research to constant speed discretely spaced recirculating complex conveyor systems, a survey of the literature and an on site observation assisted this researcher in identifying the functional components and parameters of this particular type of conveyor system. These components and parameters were later incorporated into the basic structure of the simulation model. Examples of these components and parameters include: (1) conveyor speed, (2) hook spacing, (3) number of carts, (4) finite distance between decision points, etc.

The second research objective was to identify and describe the components and parameters of the types of interfaces that do occur between the functional components of the complex recirculating conveyor system. Chapter III of this dissertation described four

major interfaces or decision points that occur in the particular system selected for study. A fifth interface was later identified by this researcher to complete the analytical description of the conveyor system.

The third objective was to develop and encode a computer simulation model using a modular format to represent the functioning of the components identified in the first two research objectives. The development and encoding of the five simulation modules of the second research objective is described in Chapter IV. The first section of Chapter V describes to the user how the components and parameters of the first research objective were incorporated into the simulation model.

The fourth research objective was to demonstrate that the "plug-in" simulation modules provide a feasible approach for building a general purpose simulation model. The manner in which the modules were developed in Chapter IV was centered around a general purpose technique. The validation of the modules in Chapter IV required the construction and simulation of a small conveyor system that consisted of one of each of the five modules. Without changes in the modules, they were in Chapter VI put together to form a large conveyor system. This flexibility of the modular approach demonstrates the feasibility of a general purpose simulation model for constant speed discretely spaced recirculating conveyor system. The general purpose approach is further demonstrated in Chapter V by providing the user with a general user guide in programming a simulation model using these five modules. Chapter VII also demonstrated the feasibility of the

approach by using the general purpose modules to simulate another unrelated conveyor system.

Finally the fifth research objective was to use the "plug-in" simulation components to simulate the recirculating conveyor system to validate the model construction and to further validate the simulation modules and demonstrate the feasibility of the approach by using the modules to simulate another unrelated recirculating conveyor system. Chapter VI and Chapter VII of this dissertation describe the simulation models and their results.

Recommendations

There are three major areas for future research in the area of constant speed discretely spaced recirculating conveyor systems.

Since this dissertation proved its feasibility, the all-encompassing general purpose simulation model should be developed. This may require the development of additional modules to provide for all the cases that might be encountered. It also might require modification of one or more of the five modules that have been developed in this dissertation to provide compatibility with future modules or to provide flexibility in simulating a variety of conveyor systems.

A second area of research should be a rigid mathematical verification of a particular conveyor system simulation model. This may require the researcher to find a conveyor system about which a great deal of hard performance data already exists. If this is not possible, the researcher should be required to obtain a significant amount of hard performance data concerning a particular

conveyor system. This verification should serve as a further test of the general purpose approach.

The third area of research should be to use the general purpose model, once developed, to devise a set of mathematical "prediction equations" for the general purpose model. The equations could be used to predict the outcome of simulation models of conveyor systems without having to run the simulation on the computer. The equations would empirically describe the functional components and complex interactions of the simulation model.

Just as Terrell and Bussey's work provided a spring board for this dissertation, this researcher hopes that this thesis provides a catalyst for yet further work in this field.

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APPENDIX A

SOURCE LISTING AND COMPUTER OUTPUT FOR FIRST
MODEL SIMULATION

```
*** G P S S / 3 6 0 / O S V E R S I O N 1 * * *  
*** IBM PROGRAM NUMBER 360A-CS-17X (VIM4) ***  
REALLOCATE XAC,1200,BLO,1200,FAC,100,STO,1,QUE,100,LOG,100 1  
REALLOCATE TAB,5,FUN,12,VAR,75,FSV,5,HSV,5,CHA,30,GRP,1,BVR,10 2  
REALLOCATE FMS,1,HMS,1,COM,75000 3
```

BLOCK NUMBER	*LCC	OPERATION	A,B,C,D,E,F,G	COMMENTS	CARD NUMBER
		SIMULATE			4
	MERG1	STARTMACRO			5
	#J	LOGIC S	#J		6
		GATE LS	#G,#A		7
		LOGIC S	#D		8
		GATE LS	#E		9
		TEST E	P1,1,#B		10
		LOGIC S	#C		11
		PRIORITY	0,BUFFER		12
		PRIORITY	1		13
		PRIORITY	0,BUFFER		14
		PRIORITY	1		15
	#A	LOGIC R	#F		16
		LOGIC R	#C		17
		LOGIC R	#D		18
		LOGIC R	#E		19
		TRANSFER	,#I		20
	#H	LOGIC S	#G		21
		GATE LS	#J,#A		22
		LOGIC S	#E		23
		GATE LS	#D		24
		TEST E	P1,1,TERM		25
		LOGIC S	#F		26
		PRIORITY	0,BUFFER		27
		PRIORITY	1		28
		ENDMACRO			29
	MERG2	STARTMACRO			30
		GATE NU	#G,#G		31
	#D	BVARIABLE	#F		32
		TEST E	#E,1,#H		33
	#G	QUEUE	#G		34
		LINK	#C,FIFO,#C		35
	#C	SEIZE	#G		36
		LOGIC S	#C		37
		GATE LR	#C		38
		DEPART	#G		39
		RELEASE	#G		40
		UNLINK	#C,#C,1		41
		TRANSFER	,#A		42
	#H	LOGIC S	#C		43
		TRANSFER	,#A		44
	#B	PRIORITY	0,BUFFER		45
		PRIORITY	1		46
		PRIORITY	0,BUFFER		47
		PRIORITY	1		48
		GATE LR	#C,#I		49
		TRANSFER	,#A		50
	#I	LOGIC R	#C		51
		TERMINATE			52
	#J	ADVANCE	0		53
		ENDMACRO			54
	MERG3	STARTMACRO			55
	#A	VARIABLE	#C		56
		ADVANCE	#B		57
		ENDMACRO			58

SPLT1	STARTMACRO		59
	TEST E	P1,1,#C	60
#G	BVARIABLE	#H	61
	TEST E	#I,1,#E	62
	TEST LE	Q\$LCR1,#J,#E	63
	SPLIT	1,#D	64
	TRANSFER	,#A	65
#D	ASSIGN	1,0	66
	ASSIGN	2,0	67
	ASSIGN	3,0	68
	TRANSFER	,#B	69
#E	SPLIT	1,#F	70
	TRANSFER	,#B	71
#F	ASSIGN	1,0	72
	ASSIGN	2,0	73
	ASSIGN	3,0	74
	TRANSFER	,#A	75
#C	SPLIT	1,#A	76
	TRANSFER	,#B	77
	ENDMACRO		78
SPLT2	STARTMACRO		79
#A	VARIABLE	#E	80
#C	ADVANCE	#D	81
	TRANSFER	,#B	82
	ENDMACRO		83
SPLT3	STARTMACRO		84
#A	VARIABLE	#E	85
#C	ADVANCE	#D	86
	TRANSFER	,#B	87
	ENDMACRO		88
ULST1	STARTMACRO		89
#D	TEST E	P1,1,#A	90
	TEST E	P3,#G,#B	91
	TEST L	#E,#I,#B	92
	QUEUE	#D	93
	SPLIT	1,#A	94
	TEST E	P2,1,#C	95
	SEIZE	#A	96
#D	VARIABLE	#J	97
	ADVANCE	#H,#F	98
	LEAVE	IPS	99
	ASSIGN	2,0	100
	RELEASE	#A	101
	ENDMACRO		102
ULST2	STARTMACRO		103
	TEST GE	#C,#H,#A	104
	ASSIGN	3,#E	105
	TRANSFER	,#B	106
#A	QUEUE	#A	107
	LINK	#A,FIFO,#F	108
#F	TEST G	#C,#H	109
	SEIZE	#B	110
	DEPART	#A	111
#B	VARIABLE	#I	112
	ADVANCE	#G,#D	113
	ENTER	IPS	114
	ASSIGN	2,1	115

RELEASE	#B	116
UNLINK	#A,#F,1	117
ENDMACRO		118
ULST3 STARTMACRO		119
ASSIGN	3,#H	120
#A SEIZE	#C	121
LOGIC S	#B	122
GATE LR	#B	123
RELEASE	#C	124
DEPART	#G	125
TRANSFER	,#C	126
#D ASSIGN	1,0	127
ASSIGN	2,0	128
ASSIGN	3,0	129
GATE LR	#B,#E	130
TRANSFER	,#C	131
#E LOGIC R	#B	132
TERMINATE		133
#E VARIABLE	#I	134
#C ADVANCE	#F	135
ENDMACRO		136
NORM FUNCTION	RN1,C3I	137
0,-5.00/.00023,-3.50/.00058,-3.25/.00135,-3.00/.00300,-2.75/		138
.00620,-2.50/.01220,-2.25/.02280,-2.00/.04010,-1.75/.06680,-1.50/		139
.10570,-1.25/.15870,-1.00/.22660,-0.75/.30850,-0.50/.40130,-0.25/		140
.50000,0.00/.59870,0.25/.69150,0.50/.77340,0.75/.84130,1.00/		141
.89440,1.25/.93320,1.50/.95990,1.75/.97730,2.00/.98780,2.25/		142
.99380,2.50/.99700,2.75/.99865,3.00/.99942,3.25/.99977,3.50/1.0,5.00		143
DLCP FUNCTION	RN1,D15	144
.11,1/.22,2/.33,3/.44,4/.55,5/.66,6/.77,7/.88,8/.90,9/.92,10/.94,11/		145
.96,12/.98,13/.99,14/1.0,15		146
CECP FUNCTION	RN1,D19	147
.04,1/.08,2/.13,3/.17,4/.22,5/.26,6/.3,7/.35,8/.38,9/.42,10/.45,11/		148
.49,12/.52,13/.56,14/.60,15/.75,16/.83,17/.91,18/1.0,19		149
CLC1 FUNCTION	RN1,D11	150
.01,9/.02,10/.03,11/.04,12/.06,13/.08,14/.1,15/.8,16/.87,17/.94,18/		151
1.0,19		152
CEC1 FUNCTION	RN1,D10	153
.40,0/.43,1/.47,2/.50,3/.54,4/.57,5/.61,6/.65,7/.70,8/1.0,16		154
DLC9 FUNCTION	RN1,04	155
.7,16/.8,17/.9,18/1.0,19		156
DEC9 FUNCTION	RN1,D12	157
.25,0/.3,9/.35,10/.4,11/.45,12/.5,13/.55,14/.6,15/.85,16/.9,17/		158
.95,18/1.0,19		159
DLCT FUNCTION	RN1,D15	160
.07,1/.14,2/.22,3/.29,4/.37,5/.44,6/.53,7/.60,8/.65,9/.70,10/.75,11/		161
.80,12/.86,13/.93,14/1.0,15		162
CECT FUNCTION	RN1,D19	163
.7,0/.71,1/.72,2/.74,3/.75,4/.76,5/.77,6/.78,7/.8,8/.81,9/.82,10/		164
.84,11/.85,12/.87,13/.88,14/.9,15/.93,17/.96,18/1.0,19		165
CLCR FUNCTION	RN1,D15	166
.09,1/.18,2/.27,3/.36,4/.44,5/.53,6/.61,7/.70,8/.75,9/.79,10/.83,11/		167
.87,12/.91,13/.96,14/1.0,15		168
CECR FUNCTION	RN1,02	169
.80,0/1.0,16		170
REC1 TABLE	P3,0,1,20	171
REC2 TABLE	P3,0,1,20	172

		INITIAL	X1,380	173
		INITIAL	X2,21	174
		INITIAL	X3,70	175
	IPS	STORAGE	380	176
	1	VARIABLE	(X2*1000)/X3	177
1		GENERATE	V1,,X1,,3	178
2		QUEUE	CARS	179
3		SEIZE	CAR	180
4		GATE LR	20	181
5		LOGIC R	20	182
6		DEPART	CARS	183
7		RELEASE	CAR	184
8	TERM	TERMINATE		185
9		GENERATE	V1,,,,1,3	186
10		GATE LR	19,TERM	187
11		TRANSFER	,BEGN	188
12	NTR	LOGIC S	19	189
13	BEGN	TEST E	P1,0,SKIP	190
14		TEST G	Q\$CARS,0,SKIP	191
15		TEST LE	Q\$LCR1,35,BYPS	192
16		LOGIC S	20	193
17		ASSIGN	1,1	194
18	SKIP	TRANSFER	,LST1	195
19	BYPS	LOGIC S	20	196
20		SPLIT	1,LHC1	197
21		ASSIGN	1,1	198
22		ASSIGN	3,FN\$DECP	199
23		TRANSFER	,LSZ1	200
24	LST1	TEST E	P1,1,LHK1	201
25		SPLIT	1,LEC1	202
26	LHC1	ASSIGN	1,0	203
27		ASSIGN	2,0	204
28		ASSIGN	3,0	205
29	LHK1	GATE LR	3,LTH1	206
30		TRANSFER	,LSQ1	207
31	LEC1	QUEUE	LCR1	208
32		LINK	LCH,FIFO,LFA1	209
33	LFA1	SEIZE	LCR1	210
34		DEPART	LCR1	211
35		TEST E	P2,0,LDC1	212
36		ENTER	IPS	213
	LVB1	VARIABLE	FN\$NORM*400	214
37		ADVANCE	2000,V\$LVB1	215
38		ASSIGN	2,1	216
39		ASSIGN	3,FN\$DLCP	217
40	LOC1	RELEASE	LCR1	218
41		UNLINK	LCH,LFA1,1	219
42	LSZ1	SEIZE	LCH1	220
43		LOGIC S	3	221
44		GATE LR	3	222
45		RELEASE	LCH1	223
46		TRANSFER	,LSQ1	224
47	LTH1	LOGIC R	3	225
48		TERMINATE		226
	LAV1	VARIABLE	(55/X3)(1000)	227
49	LSCI	ADVANCE	V\$LAV1	228
50		TRANSFER	,MA0	229

	MERG1	MACRO	MAX,MAH,MAA,MAB,MAC,MAD,MAE,MAG,MAP	230
51	MAP	LOGIC S	MAP	230
52		GATE LS	MAE,MAX	230
53		LOGIC S	MAB	230
54		GATE LS	MAC	230
55		TEST E	P1,1,MAH	230
56		LOGIC S	MAA	230
57		PRIORITY	0,BUFFER	230
58		PRIORITY	1	230
59		PRIORITY	0,BUFFER	230
60		PRIORITY	1	230
61	MAX	LOGIC R	MAD	230
62		LOGIC R	MAA	230
63		LOGIC R	MAB	230
64		LOGIC R	MAC	230
65		TRANSFER	,MAG	230
66	MAD	LOGIC S	MAE	230
67		GATE LS	MAR,MAX	230
68		LOGIC S	MAC	230
69		GATE LS	MAB	230
70		TEST E	P1,1,TERM	230
71		LOGIC S	MAD	230
72		PRIORITY	0,BUFFER	230
73		PRIORITY	1	230
	MERG2	MACRO	MAX,MAH,MAF,MAV,BV\$MAV,LS\$MAA*LS\$MAD,MAQ,MAP,MAT,MAG	231
74		GATE NU	MAQ,MAQ	231
	MAV	BVARIABLE	LS\$MAA*LS\$MAD	231
75		TEST E	BV\$MAV,1,MAP	231
76	MAQ	QUEUE	MAQ	231
77		LINK	MAF,FIFO,MAF	231
78	MAF	SEIZE	MAQ	231
79		LOGIC S	MAF	231
80		GATE LR	MAF	231
81		DEPART	MAQ	231
82		RELEASE	MAQ	231
83		UNLINK	MAF,MAF,1	231
84		TRANSFER	,MAX	231
85	MAP	LOGIC S	MAF	231
86		TRANSFER	,MAX	231
87	MAH	PRIORITY	0,BUFFER	231
88		PRIORITY	1	231
89		PRIORITY	0,BUFFER	231
90		PRIORITY	1	231
91		GATE LR	MAF,MAT	231
92		TRANSFER	,MAX	231
93	MAT	LOGIC R	MAF	231
94		TERMINATE		231
95	MAG	ADVANCE	0	231
	MERG3	MACRO	MAS,V\$MAS,(090*1000)/X3	232
	MAS	VARIABLE	(090*1000)/X3	232
96		ADVANCE	V\$MAS	232
	ULST1	MACRO	UAH,UAD,UAB,UAQ,C\$UAQ,V\$UAQ,1,4000,15, FN \$NDRM*800	233
97	UAQ	TEST E	P1,1,UAH	233
98		TEST E	P3,1,UAD	233
99		TEST L	Q\$UAQ,15,UAD	233
100		QUEUE	UAQ	233
101		SPLIT	1,UAH	233

102		TEST E	P2,1,UAB	233
103		SEIZE	UAH	233
	UAQ	VARIABLE	FN\$NORM*800	233
104		ADVANCE	4000,V\$UAQ	233
105		LEAVE	IPS	233
106		ASSIGN	2,0	233
107		RELEASE	UAH	233
	ULST2	MACRO	UAB,UAL,CH\$UAB,V\$UAL,FN\$DEC1,UAS,2000,1,FN\$NORM*400	234
108		TEST GE	CH\$UAB,1,UAB	234
109		ASSIGN	3,FN\$DEC1	234
110		TRANSFER	,UAL	234
111	UAB	QUEUE	UAB	234
112		LINK	UAB,FIFO,UAS	234
113	UAS	TEST G	CH\$UAB,1	234
114		SEIZE	UAL	234
115		DEPART	UAB	234
	UAL	VARIABLE	FN\$NORM*400	234
116		ADVANCE	2000,V\$UAL	234
117		ENTER	IPS	234
118		ASSIGN	2,1	234
119		RELEASE	UAL	234
120		UNLINK	UAB,UAS,1	234
	ULST3	MACRO	UAL,UAI,UAQ,UAH,UAT,V\$LAT,UAQ,FN\$DLC1,(120*1000)/X3	235
121		ASSIGN	3,FN\$DLC1	235
122	LAL	SEIZE	UAQ	235
123		LOGIC S	UAI	235
124		GATE LR	UAI	235
125		RELEASE	UAQ	235
126		DEPART	UAQ	235
127		TRANSFER	,UAQ	235
128	UAH	ASSIGN	1,0	235
129		ASSIGN	2,0	235
130		ASSIGN	3,0	235
131		GATE LR	UAI,UAT	235
132		TRANSFER	,UAQ	235
133	LAT	LOGIC R	UAI	235
134		TERMINATE		235
	UAT	VARIABLE	(120*1000)/X3	235
135	LAQ	ADVANCE	V\$UAT	235
	ULST1	MACRO	UBH,UBD,UBB,UBQ,Q\$UBQ,V\$UBQ,2,4000,15,FN\$NORM*800	236
136	UBQ	TEST E	P1,1,UBH	236
137		TEST E	P3,2,UBC	236
138		TEST L	Q\$UBQ,15,UBD	236
139		QUEUE	UBQ	236
140		SPLIT	1,UBH	236
141		TEST E	P2,1,UBB	236
142		SEIZE	UBH	236
	UBQ	VARIABLE	FN\$NORM*800	236
143		ADVANCE	4000,V\$UBQ	236
144		LEAVE	IPS	236
145		ASSIGN	2,0	236
146		RELEASE	UBH	236
	ULST2	MACRO	UBB,UBL,CH\$UBB,V\$UBL,FN\$DEC1,UBS,2000,1,FN\$NORM*400	237
147		TEST GE	CH\$UBB,1,UBB	237
148		ASSIGN	3,FN\$DEC1	237
149		TRANSFER	,UBL	237
150	UBB	QUEUE	UBB	237

151		LINK	UBB,FIFO,UBS	237
152	UBS	TEST G	CH\$UBB,1	237
153		SEIZE	UBL	237
154		DEPART	UBB	237
	UBL	VARIABLE	FN\$NORM*400	237
155		ADVANCE	2000,V\$UBL	237
156		ENTER	IPS	237
157		ASSIGN	2,1	237
158		RELEASE	UBL	237
159		UNLINK	UBB,UBS,1	237
	ULST3	MACRO	UBL,UBI,UBQ,UBH,UBT,V\$UBT,UBQ,FN\$DLC1,(601*1000)/X3	238
160		ASSIGN	3,FN\$DLC1	238
161	UBL	SEIZE	UBO	238
162		LOGIC S	UBI	238
163		GATE LR	UBI	238
164		RELEASE	UBO	238
165		DEPART	UBQ	238
166		TRANSFER	,UBO	238
167	UBH	ASSIGN	1,0	238
168		ASSIGN	2,0	238
169		ASSIGN	3,0	238
170		GATE LR	UBI,UBT	238
171		TRANSFER	,UBO	238
172	UBT	LOGIC R	UBI	238
173		TERMINATE		238
	LBT	VARIABLE	(601*1000)/X3	238
174	UBO	ADVANCE	V\$UBT	238
	ULST1	MACRO	UCH,UCD,UCB,UCQ,Q\$UCQ,V\$UCQ,3,4000,15,FN\$NORM*800	239
175	LCQ	TEST E	P1,1,UCH	239
176		TEST E	P3,3,UCD	239
177		TEST L	Q\$UCQ,15,UCD	239
178		QUEUE	UCQ	239
179		SPLIT	1,UCH	239
180		TEST E	P2,1,UCB	239
181		SEIZE	UCH	239
	UCQ	VARIABLE	FN\$NORM*800	239
182		ADVANCE	4000,V\$UCQ	239
183		LEAVE	IPS	239
184		ASSIGN	2,0	239
185		RELEASE	UCH	239
	ULST2	MACRO	UCB,UCL,CH\$UCB,V\$UCL,FN\$DEC1,UCS,2000,1,FN\$NORM*400	240
186		TEST GE	CH\$UCB,1,UCB	240
187		ASSIGN	3,FN\$DEC1	240
188		TRANSFER	,UCL	240
189	UCB	QUEUE	UCB	240
190		LINK	UCB,FIFO,UCS	240
191	UCS	TEST G	CH\$UCB,1	240
192		SEIZE	UCL	240
193		DEPART	UCB	240
	UCL	VARIABLE	FN\$NORM*400	240
194		ADVANCE	2000,V\$UCL	240
195		ENTER	IPS	240
196		ASSIGN	2,1	240
197		RELEASE	UCL	240
198		UNLINK	UCB,UCS,1	240
	ULST3	MACRO	UCL,UCI,UCJ,UCH,UCT,V\$UCT,UCW,FN\$DLC1,(430*1000)/X3	241
199		ASSIGN	3,FN\$DLC1	241

200	UCL	SEIZE	UCD	241
201		LOGIC S	UCI	241
202		GATE LR	UCI	241
203		RELEASE	UCD	241
204		DEPART	UCQ	241
205		TRANSFER	,UCD	241
206	UCH	ASSIGN	1,0	241
207		ASSIGN	2,0	241
208		ASSIGN	3,0	241
209		GATE LR	UCI,UCT	241
210		TRANSFER	,UCD	241
211	UCT	LOGIC R	UCI	241
212		TERMINATE		241
	LCT	VARIABLE	{430*1000}/X3	241
213	UCQ	ADVANCE	V\$UCT	241
	LLST1	MACRO	UDH,UDO,UDB,UDQ,Q\$UDQ,V\$UDQ,4,4000,15,FN\$NDRM*800	242
214	UDQ	TEST E	P1,1,UDH	242
215		TEST E	P3,4,UDO	242
216		TEST L	4\$UDQ,15,UDO	242
217		QUEUE	UDQ	242
218		SPLIT	1,UDH	242
219		TEST E	P2,1,UDB	242
220		SEIZE	UDH	242
	UDQ	VARIABLE	FN\$NORM*800	242
221		ADVANCE	4000,V\$UDQ	242
222		LEAVE	IPS	242
223		ASSIGN	2,0	242
224		RELEASE	UDH	242
	ULST2	MACRO	UDB,UDL,CH\$UDB,V\$UDL,FN\$DEC1,UDS,2000,1,FN\$NORM*400	243
225		TEST GE	CH\$UDB,1,UDB	243
226		ASSIGN	3,FN\$DEC1	243
227		TRANSFER	,UDL	243
228	UDB	QUEUE	UDB	243
229		LINK	UDB,FIFO,UDS	243
230	UDS	TEST G	CH\$UDB,1	243
231		SEIZE	UCL	243
232		DEPART	UDB	243
	JDL	VARIABLE	FN\$NORM*400	243
233		ADVANCE	2000,V\$UDL	243
234		ENTER	IPS	243
235		ASSIGN	2,1	243
236		RELEASE	UDL	243
237		UNLINK	UDB,UDS,1	243
	ULST3	MACRO	UDL,UD1,UDO,UDH,UDT,V\$UDT,UDQ,FN\$DLC1,{487*1000}/X3	244
238		ASSIGN	3,FN\$DLC1	244
239	UDL	SEIZE	UDO	244
240		LOGIC S	UDI	244
241		GATE LR	UDI	244
242		RELEASE	UDO	244
243		DEPART	UDQ	244
244		TRANSFER	,UDO	244
245	UDH	ASSIGN	1,0	244
246		ASSIGN	2,0	244
247		ASSIGN	3,0	244
248		GATE LR	UDI,UDT	244
249		TRANSFER	,UDC	244
250	UDT	LOGIC R	UDI	244

251		TERMINATE		244
	UCT	VARIABLE	(487*1000)/X3	244
252	UDC	ADVANCE	V\$UCT	244
	ULST1	MACRO	UEH,UEO,UEB,UEQ,Q\$UEQ,V\$UEQ,5,4000,15, FN\$NORM*800	245
253	UEQ	TEST E	P1,1,UEH	245
254		TEST E	P3,5,UEC	245
255		TEST L	Q\$UEQ,15,UEO	245
256		QUEUE	UEQ	245
257		SPLIT	1,UEH	245
258		TEST E	P2,1,UEB	245
259		SEIZE	UEH	245
	LEQ	VARIABLE	FN\$NORM*800	245
260		ADVANCE	4000,V\$UEQ	245
261		LEAVE	IPS	245
262		ASSIGN	2,0	245
263		RELEASE	UEH	245
	LLST2	MACRO	UEB,UEL,CH\$UEB,V\$UEL, FN\$DEC1,UES,2000,1, FN\$NORM*400	246
264		TEST GE	CH\$UEB,1,UEB	246
265		ASSIGN	3, FN\$DEC1	246
266		TRANSFER	,UEL	246
267	UEB	QUEUE	UEB	246
268		LINK	UEB,FIFO,UES	246
269	LES	TEST G	CH\$UEB,1	246
270		SEIZE	UEL	246
271		DEPART	UEB	246
	LEL	VARIABLE	FN\$NORM*400	246
272		ADVANCE	2000,V\$UEL	246
273		ENTER	IPS	246
274		ASSIGN	2,1	246
275		RELEASE	UEL	246
276		UNLINK	UEB,UES,1	246
	ULST3	MACRO	UEL,UE1,UEO,UEH,UET,V\$UET,JEQ, FN\$DLC1, (120*1000)/X3	247
277		ASSIGN	3, FN\$DLC1	247
278	LEL	SEIZE	UEO	247
279		LOGIC S	UEI	247
280		GATE LR	UEI	247
281		RELEASE	UEJ	247
282		DEPART	UEQ	247
283		TRANSFER	,UEO	247
284	LEH	ASSIGN	1,0	247
285		ASSIGN	2,0	247
286		ASSIGN	3,0	247
287		GATE LR	UEI,UET	247
288		TRANSFER	,UEO	247
289	UET	LOGIC R	UEI	247
290		TERMINATE		247
	UET	VARIABLE	(120*1000)/X3	247
291	UEC	ADVANCE	V\$UET	247
	ULST1	MACRO	UFH,UFU,UFB,UFQ,Q\$UFQ,V\$UFQ,6,4000,15, FN\$NORM*800	248
292	UFQ	TEST E	P1,1,UFH	248
293		TEST E	P3,6,UFQ	248
294		TEST L	Q\$UFQ,15,UFU	248
295		QUEUE	UFQ	248
296		SPLIT	1,UFH	248
297		TEST E	P2,1,UFB	248
298		SEIZE	UFH	248
	UFQ	VARIABLE	FN\$NORM*800	248

299		ADVANCE	4000,V\$UFQ	248
300		LEAVE	IPS	248
301		ASSIGN	2,0	248
302		RELEASE	UFH	248
	ULST2	MACRO	UF3,UFL,CH\$UFB,V\$UFL,FN\$DEC1,UFS,2000,1,FN\$NORM*400	249
303		TEST GE	CH\$UFB,1,UFB	249
304		ASSIGN	3,FN\$DEC1	249
305		TRANSFER	,UFL	249
306	UFB	QUEUE	UFB	249
307		LINK	UFB,FIFO,UFS	249
308	UFS	TEST G	CH\$UFB,1	249
309		SEIZE	UFL	249
310		DEPART	UFB	249
	UFL	VARIABLE	FN\$NORM*400	249
311		ADVANCE	2000,V\$UFL	249
312		ENTER	IPS	249
313		ASSIGN	2,1	249
314		RELEASE	UFL	249
315		UNLINK	UFB,UFS,1	249
	ULST3	MACRO	UFL,UFI,UFO,UFH,UFT,V\$UFT,UFG,FN\$DLC1,(165*1000)/X3	250
316		ASSIGN	3,FN\$DLC1	250
317	UFL	SEIZE	UFO	250
318		LOGIC S	UFI	250
319		GATE LR	UFI	250
320		RELEASE	UFG	250
321		DEPART	UFG	250
322		TRANSFER	,UFO	250
323	UFH	ASSIGN	1,0	250
324		ASSIGN	2,0	250
325		ASSIGN	3,0	250
326		GATE LR	UFI,UFT,	250
327		TRANSFER	,UFO	250
328	UFT	LOGIC R	UFI	250
329		TERMINATE		250
	LFT	VARIABLE	(165*1000)/X3	250
330	UFO	ADVANCE	V\$UFT	250
	ULST1	MACRO	UGH,UGO,UGB,UGQ,Q\$UGQ,V\$UGQ,7,4000,15,FN\$NORM*800	251
331	UGQ	TEST E	P1,1,UGH	251
332		TEST E	P3,7,UGO	251
333		TEST L	Q\$UGQ,15,UGO	251
334		QUEUE	UGQ	251
335		SPLIT	1,UGH	251
336		TEST E	P2,1,UGB	251
337		SEIZE	UGH	251
	UGQ	VARIABLE	FN\$NORM*800	251
338		ADVANCE	4000,V\$UGQ	251
339		LEAVE	IPS	251
340		ASSIGN	2,0	251
341		RELEASE	UGH	251
	ULST2	MACRO	UGB,UGL,CH\$UGB,V\$UGL,FN\$DEC1,UGS,2000,1,FN\$NORM*400	252
342		TEST GE	CH\$UGB,1,UGB	252
343		ASSIGN	3,FN\$DEC1	252
344		TRANSFER	,UGL	252
345	LGB	QUEUE	UGB	252
346		LINK	UGB,FIFO,UGS	252
347	UGS	TEST G	CH\$UGB,1	252
348		SEIZE	UGL	252

349		DEPART	UGB	252
	LGL	VARIABLE	FN\$NORM*400	252
350		ADVANCE	2000,V\$UGL	252
351		ENTER	IPS	252
352		ASSIGN	2,1	252
353		RELEASE	UGL	252
354		UNLINK	UGB,UGS,1	252
	ULST3	MACRO	UGL,LGI,UGO,UGH,UGT,V\$UGT,UGQ,FN\$DLC1,(120*1000)/X3	253
355		ASSIGN	3,FN\$DLC1	253
356	LGL	SEIZE	UGO	253
357		LOGIC S	UGI	253
358		GATE LR	UGI	253
359		RELEASE	UGO	253
360		DEPART	UGQ	253
361		TRANSFER	,UGO	253
362	LGH	ASSIGN	1,0	253
363		ASSIGN	2,0	253
364		ASSIGN	3,0	253
365		GATE LR	UGI,UGT	253
366		TRANSFER	,UGO	253
367	LGT	LOGIC R	UGI	253
368		TERMINATE		253
	UGT	VARIABLE	(120*1000)/X3	253
369	LGO	ADVANCE	V\$UGT	253
	ULST1	MACRO	UHH,UHC,UHB,UHQ,Q\$UHQ,V\$UHQ,8,4000,15,FN\$NORM*800	254
370	UHQ	TEST E	P1,1,UHH	254
371		TEST E	P3,8,UHO	254
372		TEST L	Q\$UHQ,15,UHO	254
373		QUEUE	UHQ	254
374		SPLIT	1,UHH	254
375		TEST E	P2,1,UHB	254
376		SEIZE	UHH	254
	UHQ	VARIABLE	FN\$NORM*800	254
377		ADVANCE	4000,V\$UHQ	254
378		LEAVE	IPS	254
379		ASSIGN	2,0	254
380		RELEASE	UHH	254
	ULST2	MACRO	UHB,UHL,CH\$UHB,V\$UHL,FN\$DEC1,UHS,2000,1,FN\$NORM*400	255
381		TEST GE	CH\$UFB,1,UHB	255
382		ASSIGN	3,FN\$DEC1	255
383		TRANSFER	,UHL	255
384	LHB	QUEUE	UHB	255
385		LINK	UHB,FIFO,UHS	255
386	LHS	TEST G	CH\$UFB,1	255
387		SEIZE	UHL	255
388		DEPART	UHB	255
	UHL	VARIABLE	FN\$NORM*400	255
389		ADVANCE	2000,V\$UHL	255
390		ENTER	IPS	255
391		ASSIGN	2,1	255
392		RELEASE	UHL	255
393		UNLINK	UFB,UHS,1	255
	ULST3	MACRO	UHL,UHI,UHO,UHH,UHT,V\$UHT,UHQ,FN\$DLC1,(078*1000)/X3	256
394		ASSIGN	3,FN\$DLC1	256
395	LHL	SEIZE	UHO	256
396		LOGIC S	UHI	256
397		GATE LR	UHI	256

398		RELEASE	UHO	256
399		DEPART	UHQ	256
400		TRANSFER	,UHO	256
401	UHH	ASSIGN	1,0	256
402		ASSIGN	2,0	256
403		ASSIGN	3,0	256
404		GATE LR	UHT,UHT	256
405		TRANSFER	,UHO	256
406	UHT	LOGIC R	UHI	256
407		TERMINATE		256
	UHT	VARIABLE	(078*1000)/X3	256
408	LHO	ADVANCE	V\$UHT	256
	SPLT1	MACRO	SAL,SAR,SAH,SAA,SAC,SAB,SAV,P3'GE'9*P3'L'17,BV\$SAV,999	257
409		TEST E	P1,1,SAH	257
	SAV	BVARIABLE	P3'GE'9*P3'L'17	257
410		TEST E	BV\$SAV,1,SAC	257
411		TEST LE	Q\$LCR1,999,SAC	257
412		SPLIT	1,SAA	257
413		TRANSFER	,SAL	257
414	SAA	ASSIGN	1,0	257
415		ASSIGN	2,0	257
416		ASSIGN	3,0	257
417		TRANSFER	,SAR	257
418	SAC	SPLIT	1,SAB	257
419		TRANSFER	,SAR	257
420	SAB	ASSIGN	1,0	257
421		ASSIGN	2,0	257
422		ASSIGN	3,0	257
423		TRANSFER	,SAL	257
424	SAH	SPLIT	1,SAL	257
425		TRANSFER	,SAR	257
	SPLT2	MACRO	SAX,MBR,SAL,V\$SAX,(236*1000)/X3	258
	SAX	VARIABLE	(236*1000)/X3	258
426	SAL	ADVANCE	V\$SAX	258
427		TRANSFER	,MBR	258
	SPLT3	MACRO	SAY,MOO,SAR,V\$SAY,(060*1000)/X3	259
	SAY	VARIABLE	(060*1000)/X3	259
428	SAR	ADVANCE	V\$SAY	259
429		TRANSFER	,MOO	259
	MERG1	MACRO	MBX,MBH,MBA,MBB,MBC,MBD,MBE,MBO,MBG,MBR	260
430	MBR	LOGIC S	MBR	260
431		GATE LS	MBE,MBX	260
432		LOGIC S	MBB	260
433		GATE LS	MBC	260
434		TEST E	P1,1,MBH	260
435		LOGIC S	MBA	260
436		PRIORITY	0,BUFFER	260
437		PRIORITY	1	260
438		PRIORITY	0,BUFFER	260
439		PRIORITY	1	260
440	MBX	LOGIC R	MBD	260
441		LOGIC R	MBA	260
442		LOGIC R	MBB	260
443		LOGIC R	MBC	260
444		TRANSFER	,MBG	260
445	MBO	LOGIC S	MBE	260
446		GATE LS	MBR,MBX	260

447		LOGIC S	MBC	260
448		GATE LS	MBS	260
449		TEST E	P1,1,TERM	260
450		LOGIC S	MBS	260
451		PRIORITY	0,BUFFER	260
452		PRIORITY	1	260
	MERG2	MACRO	MBX,MBH,MBF,MBV,BV\$MBV,LS\$MBA*LS\$MBD,MBQ,MBP,MBT,MBG	261
453		GATE NU	MBQ,MBQ	261
	MBV	BVARIABLE	LS\$MBA*LS\$MBD	261
454		TEST E	BV\$MBV,1,MBP	261
455	MBQ	QUEUE	MBQ	261
456		LINK	MBF,FIFO,MBF	261
457	MBF	SEIZE	MBQ	261
458		LOGIC S	MBF	261
459		GATE LR	MBF	261
460		DEPART	MBQ	261
461		RELEASE	MBQ	261
462		UNLINK	MBF,MBF,1	261
463		TRANSFER	,MBX	261
464	MBP	LOGIC S	MBF	261
465		TRANSFER	,MBX	261
466	MBH	PRIORITY	0,3,BUFFER	261
467		PRIORITY	1	261
468		PRIORITY	0,BUFFER	261
469		PRIORITY	1	261
470		GATE LR	MBF,MBT	261
471		TRANSFER	,MBX	261
472	MBT	LOGIC P	MBF	261
473		TERMINATE		261
474	MBG	ADVANCE	0	261
	MERG3	MACRO	MBS,V\$MBS,(392*1000)/X3	262
	MBS	VARIABLE	(392*1000)/X3	262
475		ADVANCE	V\$MBS	262
	ULST1	MACRO	UIH,UIU,UIB,UIQ,Q\$UIQ,V\$UIQ,9,5000,5,FN\$NORM*1000	263
476	UIQ	TEST E	P1,1,UIH	263
477		TEST E	P3,9,UIO	263
478		TEST L	Q\$UIQ,5,UID	263
479		QUEUE	UIQ	263
480		SPLIT	1,UIH	263
481		TEST E	P2,1,UIB	263
482		SEIZE	UIH	263
	UIQ	VARIABLE	FN\$NORM*1000	263
483		ADVANCE	5000,V\$UIQ	263
484		LEAVE	IPS	263
485		ASSIGN	2,0	263
486		RELEASE	UIH	263
	ULST2	MACRO	UIB,UIL,CH\$UIB,V\$UIL,FN\$DEC9,UIS,2500,1,FN\$NORM*500	264
487		TEST GE	CH\$UIB,1,UIB	264
488		ASSIGN	3,FN\$DEC9	264
489		TRANSFER	,UIL	264
490	UIB	QUEUE	UIB	264
491		LINK	UIB,FIFO,UIS	264
492	UIS	TEST G	CH\$UIB,1	264
493		SEIZE	UIL	264
494		DEPART	UIB	264
	UIL	VARIABLE	FN\$NORM*500	264
495		ADVANCE	2500,V\$UIL	264

496		ENTER	IPS	264
497		ASSIGN	2,1	264
498		RELEASE	UIL	264
499		UNLINK	UIB,UIS,1	264
	ULST3	MACRO	UIL,UII,UIO,UIH,UIT,V\$UIT,JIQ,FN\$DLC9,(080*1000)/X3	265
500		ASSIGN	3,FN\$DLC9	265
501	UIL	SEIZE	UIO	265
502		LOGIC S	UII	265
503		GATE LR	UII	265
504		RELEASE	UIO	265
505		DEPART	UIQ	265
506		TRANSFER	,UIO	265
507	UIH	ASSIGN	1,0	265
508		ASSIGN	2,0	265
509		ASSIGN	3,0	265
510		GATE LR	UII,UIT	265
511		TRANSFER	,UIO	265
512	UIT	LOGIC R	UII	265
513		TERMINATE		265
	UIT	VARIABLE	(080*1000)/X3	265
514	UIO	ADVANCE	V\$UIT	265
	ULST1	MACRO	UJH,UJO,UJB,UJQ,Q\$UJQ,V\$UJQ,10,5000,5,FN\$NORM*1000	266
515	UJQ	TEST E	P1,1,UJH	266
516		TEST E	P3,10,UJO	266
517		TEST L	Q\$UJQ,5,UJO	266
518		QUEUE	UJQ	266
519		SPLIT	1,UJH	266
520		TEST E	P2,1,UJB	266
521		SEIZE	UJH	266
	UJQ	VARIABLE	FN\$NORM*1000	266
522		ADVANCE	5000,V\$UJQ	266
523		LEAVE	IPS	266
524		ASSIGN	2,0	266
525		RELEASE	UJH	266
	ULST2	MACRO	UJB,UJL,CH\$UJB,V\$UJL,FN\$DEC9,UJS,2500,1,FN\$NORM*500	267
526		TEST GE	CH\$UJB,1,UJB	267
527		ASSIGN	3,FN\$DEC9	267
528		TRANSFER	,UJL	267
529	UJB	QUEUE	UJB	267
530		LINK	UJB,FIFO,UJS	267
531	UJS	TEST G	CH\$UJB,1	267
532		SEIZE	UJL	267
533		DEPART	UJB	267
	UJL	VARIABLE	FN\$NORM*500	267
534		ADVANCE	2500,V\$UJL	267
535		ENTER	IPS	267
536		ASSIGN	2,1	267
537		RELEASE	UJL	267
538		UNLINK	UJB,UJS,1	267
	ULST3	MACRO	UJL,UJI,UJO,UJH,UJT,V\$UJT,UJQ,FN\$DLC9,(080*1000)/X3	268
539		ASSIGN	3,FN\$DLC9	268
540	UJL	SEIZE	UJO	268
541		LOGIC S	UJI	268
542		GATE LR	UJI	268
543		RELEASE	UJO	268
544		DEPART	UJQ	268
545		TRANSFER	,UJO	268

546	UJH	ASSIGN	1,0	268
547		ASSIGN	2,0	268
548		ASSIGN	3,0	268
549		GATE LR	UJI,UJT	268
550		TRANSFER	,UJO	268
551	UJT	LOGIC R	UJI	268
552		TERMINATE		268
	UJT	VARIABLE	(080*1000)/X3	268
553	UJO	ADVANCE	V\$UJT	268
	ULST1	MACRO	UKH,UKO,UKB,UKQ,Q\$UKQ,V\$UKQ,11,5000,5, FN\$NORM*1000	269
554	UKQ	TEST E	P1,1,UKH	269
555		TEST E	P3,11,UKO	269
556		TEST L	Q\$UKQ,5,UKO	269
557		QUEUE	UKQ	269
558		SPLIT	1,UKH	269
559		TEST E	P2,1,UKB	269
560		SEIZE	UKH	269
	UKQ	VARIABLE	FN\$NORM*1000	269
561		ADVANCE	5000,V\$UKQ	269
562		LEAVE	IPS	269
563		ASSIGN	2,0	269
564		RELEASE	UKH	269
	ULST2	MACRO	UKB,UKL,CH\$UKB,V\$UKL, FN\$DEC9,UKS,2500,1, FN\$NORM*500	270
565		TEST GE	CH\$UKB,1,UKB	270
566		ASSIGN	3, FN\$DEC9	270
567		TRANSFER	,UKL	270
568	LKB	QUEUE	UKB	270
569		LINK	UKB,FIFO,UKS	270
570	UKS	TEST G	CH\$UKB,1	270
571		SEIZE	UKL	270
572		DEPART	UKB	270
	UKL	VARIABLE	FN\$NORM*500	270
573		ADVANCE	2500,V\$UKL	270
574		ENTER	IPS	270
575		ASSIGN	2,1	270
576		RELEASE	UKL	270
577		UNLINK	UKB,UKS,1	270
	ULST3	MACRO	UKL,UKI,UKO,UKH,UKT,V\$UKT,JKQ, FN\$DLC9,(080*1000)/X3	271
578		ASSIGN	3, FN\$DLC9	271
579	LKL	SEIZE	UKO	271
580		LOGIC S	UKI	271
581		GATE LR	UKI	271
582		RELEASE	UKO	271
583		DEPART	UKQ	271
584		TRANSFER	,UKO	271
585	LKH	ASSIGN	1,0	271
586		ASSIGN	2,0	271
587		ASSIGN	3,0	271
588		GATE LR	UKI,UKT	271
589		TRANSFER	,UKO	271
590	UKT	LOGIC R	UKI	271
591		TERMINATE		271
	UKT	VARIABLE	(080*1000)/X3	271
592	UKO	ADVANCE	V\$UKT	271
	ULST1	MACRO	ULH,ULD,ULB,ULQ,C\$ULC,V\$ULQ,12,5000,5, FN\$NORM*1000	272
593	ULQ	TEST E	P1,1,ULH	272
594		TEST E	P3,12,ULO	272

595		TEST L	Q\$ULQ,5,ULO	272
596		QUEUE	ULW	272
597		SPLIT	1,ULH	272
598		TEST E	P2,1,ULB	272
599		SEIZE	ULH	272
	ULQ	VARIABLE	FN\$NORM*1000	272
600		ADVANCE	5000,V\$ULQ	272
601		LEAVE	IPS	272
602		ASSIGN	2,0	272
603		RELEASE	ULH	272
	LLST2	MACRO	ULB,ULL,CH\$ULB,V\$ULL,FN\$DEC9,ULS,2500,1,FN\$NORM*500	273
604		TEST GE	CH\$ULB,1,ULB	273
605		ASSIGN	3,FN\$DEC9	273
606		TRANSFER	,ULL	273
607	ULB	QUEUE	ULB	273
608		LINK	ULB,FIFO,ULS	273
609	ULS	TEST G	CH\$ULB,1	273
610		SEIZE	ULL	273
611		DEPART	ULB	273
	ULL	VARIABLE	FN\$NORM*500	273
612		ADVANCE	2500,V\$ULL	273
613		ENTER	IPS	273
614		ASSIGN	2,1	273
615		RELEASE	ULL	273
616		UNLINK	ULB,ULS,1	273
	ULST3	MACRO	ULL,ULI,ULO,ULH,ULT,V\$ULT,ULQ,FN\$DLC9,(221*1000)/X3	274
617		ASSIGN	3,FN\$DLC9	274
618	ULL	SEIZE	ULO	274
619		LOGIC S	ULI	274
620		GATE LR	ULI	274
621		RELEASE	ULO	274
622		DEPART	ULQ	274
623		TRANSFER	,ULO	274
624	ULH	ASSIGN	1,0	274
625		ASSIGN	2,0	274
626		ASSIGN	3,0	274
627		GATE LR	ULI,ULT	274
628		TRANSFER	,ULO	274
629	LLT	LOGIC R	ULI	274
630		TERMINATE		274
	ULT	VARIABLE	(221*1000)/X3	274
631	ULO	ADVANCE	V\$ULT	274
	ULST1	MACRO	UMH,UMU,UMB,UMQ,Q\$UMQ,V\$UMQ,13,5000,5,FN\$NORM*1000	275
632	UMQ	TEST E	P1,1,UMH	275
633		TEST F	P3,13,UMU	275
634		TEST L	Q\$UMQ,5,UMU	275
635		QUEUE	UMQ	275
636		SPLIT	1,UMH	275
637		TEST E	P2,1,UMB	275
638		SEIZE	UMH	275
	UMQ	VARIABLE	FN\$NORM*1000	275
639		ADVANCE	5000,V\$UMQ	275
640		LEAVE	IPS	275
641		ASSIGN	2,0	275
642		RELEASE	UMH	275
	LLST2	MACRO	UMB,UML,CH\$UMB,V\$UML,FN\$DEC9,UMS,2500,1,FN\$NORM*500	276
643		TEST GF	CH\$UMB,1,UMB	276

644		ASSIGN	3, FN\$DEC9	276
645		TRANSFER	, UML	276
646	UMB	QUEUE	UMB	276
647		LINK	UMB, FIFO, UMS	276
648	UMS	TEST G	CH\$UMB, 1	276
649		SEIZE	UML	276
650		DEPART	UMB	276
	UML	VARIABLE	FN\$NORM*500	276
651		ADVANCE	2500, V\$UML	276
652		ENTER	IPS	276
653		ASSIGN	2, 1	276
654		RELEASE	UML	276
655		UNLINK	UMB, UMS, 1	276
	ULST3	MACRO	UML, UMI, UMO, UMH, UMT, V\$UMT, JMQ, FN\$DLC9, (080*1000)/X3	277
656		ASSIGN	3, FN\$DLC9	277
657	UML	SEIZE	UMO	277
658		LOGIC S	UMI	277
659		GATE LR	UMI	277
660		RELEASE	UMO	277
661		DEPART	UMQ	277
662		TRANSFER	, UMO	277
663	UMH	ASSIGN	1, 0	277
664		ASSIGN	2, 0	277
665		ASSIGN	3, 0	277
666		GATE LR	UMI, UMT	277
667		TRANSFER	, UMO	277
668	UMT	LOGIC R	UMI	277
669		TERMINATE		277
	UMT	VARIABLE	(080*1000)/X3	277
670	UMO	ADVANCE	V\$UMT	277
	ULST1	MACRO	UNH, UNO, UNB, UNQ, Q\$UNQ, V\$UNQ, 14, 5000, 5, FN\$NORM*1000	278
671	UNQ	TEST E	P1, 1, UNH	278
672		TEST E	P3, 14, UNO	278
673		TEST L	Q\$UNQ, 5, UNO	278
674		QUEUE	UNQ	278
675		SPLIT	1, UNH	278
676		TEST E	P2, 1, UNB	278
677		SEIZE	UNH	278
	UNQ	VARIABLE	FN\$NORM*1000	278
678		ADVANCE	5000, V\$UNQ	278
679		LEAVE	IPS	278
680		ASSIGN	2, 0	278
681		RELEASE	UNH	278
	ULST2	MACRO	UNB, UNL, CH\$UNB, V\$UNL, FN\$DEC9, UNS, 2500, 1, FN\$NORM*500	279
682		TEST GE	CH\$UNB, 1, UNB	279
683		ASSIGN	3, FN\$DEC9	279
684		TRANSFER	, UNL	279
685	UNB	QUEUE	UNB	279
686		LINK	UNB, FIFO, UNS	279
687	UNS	TEST G	CH\$UNB, 1	279
688		SEIZE	UNL	279
689		DEPART	UNB	279
	UNL	VARIABLE	FN\$NORM*500	279
690		ADVANCE	2500, V\$UNL	279
691		ENTER	IPS	279
692		ASSIGN	2, 1	279
693		RELEASE	UNL	279

694		UNLINK	UNB,UNS,1	279
	LLST3	MACRO	UNL,UNI,UNO,UNH,UNT,V\$UNT,JNQ,FN\$DLC9,(080*1000)/X3	280
695		ASSIGN	3,FN\$DLC9	280
696	LNL	SEIZE	UNO	280
697		LOGIC S	UNI	280
698		GATE LR	UNI	280
699		RELEASE	UNO	280
700		DEPART	UNQ	280
701		TRANSFER	,UNQ	280
702	LNH	ASSIGN	1,0	280
703		ASSIGN	2,0	280
704		ASSIGN	3,0	280
705		GATE LR	UNI,UNT	280
706		TRANSFER	,UNO	280
707	UNT	LOGIC P	UNI	280
708		TERMINATE		280
	UNT	VARIABLE	(080*1000)/X3	280
709	LNO	ADVANCE	V\$UNT	280
	ULST1	MACRO	UOH,UOO,UOB,UOQ,Q\$UCC,V\$UCQ,15,5000,5,FN\$NORM*1000	281
710	UOQ	TEST E	P1,1,UOH	281
711		TEST E	P3,15,UCC	281
712		TEST L	Q\$UOQ,5,UOQ	281
713		QUEUE	UOQ	281
714		SPLIT	1,UOH	281
715		TEST E	P2,1,UOB	281
716		SEIZE	UCH	281
	LOQ	VARIABLE	FN\$NORM*1000	281
717		ADVANCE	5000,V\$UOQ	281
718		LEAVE	IPS	281
719		ASSIGN	2,0	281
720		RELEASE	UOH	281
	ULST2	MACRO	UOB,UOL,CH\$UOB,V\$UOL,FN\$DEC9,UOS,2500,1,FN\$NORM*500	282
721		TEST GE	CH\$UOB,1,UOB	282
722		ASSIGN	3,FN\$DEC9	282
723		TRANSFER	,UOL	282
724	UOB	QUEUE	UOB	282
725		LINK	UOB,FIFO,UOS	282
726	UOS	TEST G	CH\$UOB,1	282
727		SEIZE	UOL	282
728		DEPART	UOB	282
	LOL	VARIABLE	FN\$NORM*500	282
729		ADVANCE	2500,V\$UOL	282
730		ENTER	IPS	282
731		ASSIGN	2,1	282
732		RELEASE	UOL	282
733		UNLINK	UCB,UOS,1	282
	ULST3	MACRO	UOL,UOI,UOO,UOH,UOT,V\$UCT,UOQ,FN\$DLC9,(326*1000)/X3	283
734		ASSIGN	3,FN\$DLC9	283
735	LCL	SEIZE	UCO	283
736		LOGIC S	UOI	283
737		GATE LR	UOI	283
738		RELEASE	UCO	283
739		DEPART	UOQ	283
740		TRANSFER	,UOC	283
741	LOH	ASSIGN	1,0	283
742		ASSIGN	2,0	283
743		ASSIGN	3,0	283

744		GATE LR	UOI,UOT	283
745		TRANSFER	,UOO	283
746	UOT	LOGIC R	UOI	283
747		TERMINATE		283
	UOT	VARIABLE	{326*1000}/X3	283
748	UOO	ADVANCE	V\$UOT	283
	SPLT1	MACRO	SBL,SBR,SBH,SBA,SBC,SBB,SBV,P3'E*16,BV\$SBV,999	284
749		TEST E	P1,1,SBH	284
	SBV	BVARIABLE	P3'E*16	284
750		TEST E	BV\$SBV,1,SBC	284
751		TEST LE	Q\$LCR1,999,SBC	284
752		SPLIT	1,SBA	284
753		TRANSFER	,SBL	284
754	SBA	ASSIGN	1,0	284
755		ASSIGN	2,0	284
756		ASSIGN	3,0	284
757		TRANSFER	,SBR	284
758	SBC	SPLIT	1,SBB	284
759		TRANSFER	,SBR	284
760	SBB	ASSIGN	1,0	284
761		ASSIGN	2,0	284
762		ASSIGN	3,0	284
763		TRANSFER	,SBL	284
764	SBH	SPLIT	1,SBL	284
765		TRANSFER	,SBR	284
	SPLT2	MACRO	SBX,UPQ,SBL,V\$SBX,(098*1000)/X3	285
	SBX	VARIABLE	{098*1000}/X3	285
766	SBL	ADVANCE	V\$SBX	285
767		TRANSFER	,UPQ	285
	SPLT3	MACRO	SBY,MCR,SBR,V\$SBY,(150*1000)/X3	286
	SBY	VARIABLE	{150*1000}/X3	286
768	SBR	ADVANCE	V\$SBY	286
769		TRANSFER	,MCR	286
	ULST1	MACRO	UPH,UPD,UPB,UPQ,Q\$UPQ,V\$UPQ,16,1000,70,FN\$NORM*200	287
770	UPQ	TEST E	P1,1,UPH	287
771		TEST E	P3,16,UPD	287
772		TEST L	Q\$UPQ,70,UPC	287
773		QUEUE	UPQ	287
774		SPLIT	1,JPH	287
775		TEST E	P2,1,UPB	287
776		SEIZE	UPH	287
	UPQ	VARIABLE	FN\$NORM*200	287
777		ADVANCE	1000,V\$UPQ	287
778		LEAVE	IPS	287
779		ASSIGN	2,0	287
780		RELEASE	UPH	287
	ULST2	MACRO	UPB,UPL,CH\$UPB,V\$UPL,FN\$DECT,UPS,2000,1,FN\$NORM*400	288
781		TEST GE	CH\$UPB,1,UPB	288
782		ASSIGN	3,FN\$DECT	288
783		TRANSFER	,UPL	288
784	LPB	QUEUE	UPB	288
785		LINK	UPB,FIFO,UPS	288
786	UPS	TEST G	CH\$UPB,1	288
787		SEIZE	UPL	288
788		DEPART	UPB	288
	UPL	VARIABLE	FN\$NORM*400	288
789		ADVANCE	2000,V\$UPL	288

790		ENTER	IPS	288
791		ASSIGN	2,1	288
792		RELEASE	UPL	288
793		UNLINK	UPB,UPS,1	288
	ULST3	MACRO	UPL,UPI,UPD,UPH,UPT,V\$LPT,UPQ,FN\$DLCT,(256*1000)/X3	289
794		ASSIGN	3,FN\$DLCT	289
795	LPL	SEIZE	UPO	289
796		LOGIC S	UPI	289
797		GATE LR	UPI	289
798		RELEASE	UPO	289
799		DEPART	UPQ	289
800		TRANSFER	,UPO	289
801	UPH	ASSIGN	1,0	289
802		ASSIGN	2,0	289
803		ASSIGN	3,0	289
804		GATE LR	UPI,UPT	289
805		TRANSFER	,UPO	289
806	LPT	LOGIC R	UPI	289
807		TERMINATE		289
	UPT	VARIABLE	(256*1000)/X3	289
808	LPO	ADVANCE	V\$UPT	289
809		TRANSFER	,MCO	290
	MERG1	MACRO	MCX,MCH,MCA,MCB,MCC,MCD,MCE,MCO,MCG,MCR	291
810	MCR	LOGIC S	MCR	291
811		GATE LS	MCE,MCX	291
812		LOGIC S	MCB	291
813		GATE LS	MCC	291
814		TEST E	P1,1,MCH	291
815		LOGIC S	MCA	291
816		PRIORITY	0,BUFFER	291
817		PRIORITY	1	291
818		PRIORITY	0,BUFFER	291
819		PRIORITY	1	291
820	MCX	LOGIC R	MCD	291
821		LOGIC R	MCA	291
822		LOGIC R	MCB	291
823		LOGIC R	MCC	291
824		TRANSFER	,MCG	291
825	MCO	LOGIC S	MCE	291
826		GATE LS	MCR,MCX	291
827		LOGIC S	MCC	291
828		GATE LS	MCB	291
829		TEST E	P1,1,TERM	291
830		LOGIC S	MCD	291
831		PRIORITY	0,BUFFER	291
832		PRIORITY	1	291
	MERG2	MACRO	MCX,MCH,MCF,MCV,BV\$MCV,LS\$MCA*LS\$MCD,MCQ,MCP,MCT,MCG	292
833		GATE NU	MCQ,MCQ	292
	PCV	BVARIABLE	LS\$MCA*LS\$MCD	292
834		TEST E	BV\$MCV,1,MC P	292
835	MCQ	QUEUE	MCQ	292
836		LINK	MCF,FIFO,MCF	292
837	MCF	SEIZE	MCQ	292
838		LOGIC S	MCF	292
839		GATE LR	MCF	292
840		DEPART	MCQ	292
841		RELEASE	MCQ	292

842		UNLINK	MCF,MCF,1	292
843		TRANSFER	,MCX	292
844	MCP	LOGIC S	MCF	292
845		TRANSFER	,MCX	292
846	MCH	PRIORITY	0,BUFFER	292
847		PRIORITY	1	292
848		PRIORITY	0,BUFFER	292
849		PRIORITY	1	292
850		GATE LR	MCF,MC T	292
851		TRANSFER	,MCX	292
852	MCT	LOGIC R	MCF	292
853		TERMINATE		292
854	MCG	ADVANCE	0	292
	MERG3	MACRO	MCS,V\$MCS,(275*1000)/X3	293
	MCS	VARIABLE	(275*1000)/X3	293
855		ADVANCE	V\$MCS	293
	SPLT1	MACRO	SCL,SCR,SCH,SCA,SCC,SCB,SCV,P3*GE*17+P3*L*9,BV\$SCV,999	294
856		TEST E	P1,1,SCH	294
	SCV	BVARIABLE	P3*GE*17+P3*L*9	294
857		TEST E	BV\$SCV,1,SCC	294
858		TEST LE	Q\$LCR1,999,SCC	294
859		SPLIT	1,SCA	294
860		TRANSFER	,SCL	294
861	SCA	ASSIGN	1,0	294
862		ASSIGN	2,0	294
863		ASSIGN	3,0	294
864		TRANSFER	,SCR	294
865	SCC	SPLIT	1,SCB	294
866		TRANSFER	,SCR	294
867	SCB	ASSIGN	1,0	294
868		ASSIGN	2,0	294
869		ASSIGN	3,0	294
870		TRANSFER	,SCL	294
871	SCH	SPLIT	1,SCL	294
872		TRANSFER	,SCR	294
	SPLT2	MACRO	SCX,MDR,SCL,V\$SCX,(165*1000)/X3	295
	SCX	VARIABLE	(165*1000)/X3	295
873	SCL	ADVANCE	V\$SCX	295
874		TRANSFER	,MDR	295
	SPLT3	MACRO	SCY,TAA,SCR,V\$SCY,(1060*1000)/X3	296
	SCY	VARIABLE	(1060*1000)/X3	296
875	SCR	ADVANCE	V\$SCY	296
876		TRANSFER	,TAA	296
877	TAA	TEST E	P2,1,TRA	297
878		TABULATE	REC1	298
879	TRA	TRANSFER	,MBU	299
	MERG1	MACRO	MCX,MDH,MDA,MDB,MDC,MDD,MDE,MDD,MDG,MDR	300
880	MDR	LOGIC S	MDR	300
881		GATE LS	MDE,MDX	300
882		LOGIC S	MDB	300
883		GATE LS	MDC	300
884		TEST E	P1,1,MDH	300
885		LOGIC S	MDA	300
886		PRIORITY	0,BUFFER	300
887		PRIORITY	1	300
888		PRIORITY	0,BUFFER	300
889		PRIORITY	1	300

890	MDX	LOGIC R	MDD	300
891		LOGIC R	MDA	300
892		LOGIC R	MDB	300
893		LOGIC R	MDC	300
894		TRANSFER	,MDG	300
895	MDD	LOGIC S	MCE	300
896		GATE LS	MDR,MDX	300
897		LOGIC S	MDC	300
898		GATE LS	MDB	300
899		TEST E	P1,1,TERM	300
900		LOGIC S	MDD	300
901		PRIORITY	0,BUFFER	300
902		PRIORITY	1	300
	MERG2	MACRO	MCX,MDH,MDF,MDV,BV\$MDV,LS\$MDA*LS\$MDD,MDQ,MDP,MDT,MDG	301
903		GATE NU	MDQ,MDQ	301
	MDV	BVARIABLE	LS\$MDA*LS\$MDD	301
904		TEST E	BV\$MDV,1,MDP	301
905	MDQ	QUEUE	MDQ	301
906		LINK	MDF,FIFO,MDF	301
907	MDF	SEIZE	MDQ	301
908		LOGIC S	MDF	301
909		GATE LR	MDF	301
910		DEPART	MDQ	301
911		RELEASE	MDQ	301
912		UNLINK	MDF,MDF,1	301
913		TRANSFER	,MDX	301
914	MDP	LOGIC S	MDF	301
915		TRANSFER	,MDX	301
916	MDH	PRIORITY	0,BUFFER	301
917		PRIORITY	1	301
918		PRIORITY	0,BUFFER	301
919		PRIORITY	1	301
920		GATE LR	MDF,MDT	301
921		TRANSFER	,MDX	301
922	MDT	LOGIC R	MDF	301
923		TERMINATE		301
924	MDG	ADVANCE	0	301
	MERG3	MACRO	MDS,V\$MDS,(267*1000)/X3	302
	MDS	VARIABLE	{267*1000}/X3	302
925		ADVANCE	V\$MDS	302
	ULST1	MACRO	UQH,UQU,UQB,UQQ,Q\$UQQ,V\$UQQ,17,2000,35, FN\$NORM*400	303
926	UQQ	TEST E	P1,1,UQH	303
927		TEST E	P3,17,UQC	303
928		TEST L	Q\$UQQ,35,UQD	303
929		QUEUE	UQQ	303
930		SPLIT	1,UQH	303
931		TEST E	P2,1,UQB	303
932		SEIZE	UQH	303
	LQQ	VARIABLE	FN\$NORM*400	303
933		ADVANCE	2000,V\$UQQ	303
934		LEAVE	IPS	303
935		ASSIGN	2,0	303
936		RELEASE	UQH	303
	ULST2	MACRO	UQB,UQL,CH\$UQB,V\$UQL, FN\$DECR,UQS,2500,1, FN\$NORM*500	304
937		TEST GE	CH\$UQB,1,UQB	304
938		ASSIGN	3, FN\$DECR	304
939		TRANSFER	,UQL	304

940	UQB	QUEUE	UQB	304
941		LINK	UQB,FIFO,UQS	304
942	UQS	TEST G	CH\$UQB,1	304
943		SEIZE	UQL	304
944		DEPART	UQB	304
	UQL	VARIABLE	FN\$NORM*500	304
945		ADVANCE	2500,V\$UQL	304
946		ENTER	IPS	304
947		ASSIGN	2,1	304
948		RELEASE	UQL	304
949		UNLINK	UQB,UQS,1	304
	ULST3	MACRO	UQL,UQI,UQD,UQH,UQT,V\$UQT,UQQ,FN\$DLCR,(325*1000)/X3	305
950		ASSIGN	3,FN\$DLCR	305
951	UQL	SEIZE	UQD	305
952		LOGIC S	UQI	305
953		GATE LR	UQI	305
954		RELEASE	UQD	305
955		DEPART	UQQ	305
956		TRANSFER	,UQD	305
957	UQH	ASSIGN	1,0	305
958		ASSIGN	2,0	305
959		ASSIGN	3,0	305
960		GATE LR	UQI,UQT	305
961		TRANSFER	,UQD	305
962	LQT	LOGIC R	UQI	305
963		TERMINATE		305
	UQT	VARIABLE	{325*1000}/X3	305
964	UQD	ADVANCE	V\$UQT	305
	ULST1	MACRO	URH,URD,URB,URQ,Q\$URQ,V\$URQ,18,2000,35,FN\$NORM*400	306
965	URQ	TEST E	P1,1,URH	306
966		TEST E	P3,18,URD	306
967		TEST L	Q\$URQ,35,URD	306
968		QUEUE	URQ	306
969		SPLIT	1,URH	306
970		TEST E	P2,1,URB	306
971		SEIZE	URH	306
	URQ	VARIABLE	FN\$NORM*400	306
972		ADVANCE	2000,V\$URQ	306
973		LEAVE	IPS	306
974		ASSIGN	2,0	306
975		RELEASE	URH	306
	ULST2	MACRO	URB,URL,CH\$URB,V\$URL,FN\$DECR,URS,2500,1,FN\$NORM*500	307
976		TEST GE	CH\$URB,1,URB	307
977		ASSIGN	3,FN\$DECR	307
978		TRANSFER	,URL	307
979	URB	QUEUE	URB	307
980		LINK	URB,FIFO,URS	307
981	URS	TEST G	CH\$URB,1	307
982		SEIZE	URL	307
983		DEPART	URB	307
	URL	VARIABLE	FN\$NORM*500	307
984		ADVANCE	2500,V\$URL	307
985		ENTER	IPS	307
986		ASSIGN	2,1	307
987		RELEASE	URL	307
988		UNLINK	URB,URS,1	307
	ULST3	MACRO	URL,URI,URO,URH,URT,V\$URT,URQ,FN\$DLCR,(325*1000)/X3	308

989		ASSIGN	3, FN\$DLCR	308
990	URL	SEIZF	URD	308
991		LOGIC S	URI	308
992		GATE LR	URI	308
993		RELEASE	URD	308
994		DEPART	URQ	308
995		TRANSFER	, URD	308
996	LRH	ASSIGN	1,0	308
997		ASSIGN	2,0	308
998		ASSIGN	3,0	308
999		GATE LR	URI, URT	308
1000		TRANSFER	, URD	308
1001	URT	LOGIC R	URI	308
1002		TERMINATE		308
	URT	VARIABLE	(325*1000) /X3	308
1003	URO	ADVANCE	V\$URT	308
	ULST1	MACRO	USH, USQ, USB, USQ, Q\$USQ, V\$USQ, 19, 2000, 35, FN\$NORM*400	309
1004	USQ	TEST E	P1, 1, USH	309
1005		TEST E	P3, 19, USQ	309
1006		TEST L	Q\$USQ, 35, USQ	309
1007		QUEUE	USQ	309
1008		SPLIT	1, USH	309
1009		TEST E	P2, 1, USB	309
1010		SEIZE	USH	309
	USQ	VARIABLE	FN\$NORM*400	309
1011		ADVANCE	2000, V\$USQ	309
1012		LEAVE	IPS	309
1013		ASSIGN	2,0	309
1014		RELEASE	USH	309
	ULST2	MACRO	USB, USL, CH\$USB, V\$USL, FN\$DECR, USS, 2500, 1, FN\$NORM*500	310
1015		TEST GE	CH\$USB, 1, USB	310
1016		ASSIGN	3, FN\$DECR	310
1017		TRANSFER	, USL	310
1018	USB	QUEUE	USB	310
1019		LINK	USB, FIFO, USS	310
1020	USS	TEST G	CH\$USB, 1	310
1021		SEIZE	USL	310
1022		DEPART	USB	310
	USL	VARIABLE	FN\$NORM*500	310
1023		ADVANCE	2500, V\$USL	310
1024		ENTER	IPS	310
1025		ASSIGN	2, 1	310
1026		RELEASE	USL	310
1027		UNLINK	USB, USS, 1	310
	ULST3	MACRO	USL, USI, USQ, USH, UST, V\$UST, USQ, FN\$DLCR, (193* 1000) /X3	311
1028		ASSIGN	3, FN\$DLCR	311
1029	USL	SEIZE	USQ	311
1030		LOGIC S	USI	311
1031		GATE LR	USI	311
1032		RELEASE	USQ	311
1033		DEPART	USQ	311
1034		TRANSFER	, USQ	311
1035	USH	ASSIGN	1,0	311
1036		ASSIGN	2,0	311
1037		ASSIGN	3,0	311
1038		GATE LR	USI, UST	311
1039		TRANSFER	, USQ	311

1040	UST	LOGIC R	USI	311
1041		TERMINATE		311
	UST	VARIABLE	(193*1000)/X3	311
1042	USC	ADVANCE	V\$UST	311
	SPLT1	MACRO	SDL,SDR,SDH,SDA,SDC,SDB,SDV,P3'E*0,BV\$SDV,36	312
1043		TEST E	P1,1,SDH	312
	SDV	BVARIABLE	P3'E*0	312
1044		TEST E	BV\$SDV,1,SDC	312
1045		TEST LE	W\$LCR1,36,SDC	312
1046		SPLIT	1,SDA	312
1047		TRANSFER	,SDL	312
1048	SDA	ASSIGN	1,0	312
1049		ASSIGN	2,0	312
1050		ASSIGN	3,0	312
1051		TRANSFER	,SDR	312
1052	SDC	SPLIT	1,SDB	312
1053		TRANSFER	,SDR	312
1054	SDB	ASSIGN	1,0	312
1055		ASSIGN	2,0	312
1056		ASSIGN	3,0	312
1057		TRANSFER	,SDL	312
1058	SDH	SPLIT	1,SDL	312
1059		TRANSFER	,SDR	312
	SPLT2	MACRO	SCX,NTR,SDL,V\$SDX,(313*1000)/X3	313
	SDX	VARIABLE	(313*1000)/X3	313
1060	SDL	ADVANCE	V\$SDX	313
1061		TRANSFER	,NTR	313
	SPLT3	MACRO	SDY,TAB,SDR,V\$SDY,(142*1000)/X3	314
	SDY	VARIABLE	(142*1000)/X3	314
1062	SDR	ADVANCE	V\$SDY	314
1063		TRANSFER	,TAB	314
1064	TAB	TEST E	P2,1,TRB	315
1065		TABULATE	REC2	316
1066	TRB	TRANSFER	,MAR	317
1067		GENERATE	120000	318
1068		TERMINATE	1	319
		START	1	320
		RESET		321
		START	10,2	322
		END		323

THIS IS SNAP 5 OF 5

RELATIVE CLOCK		1200000 ABSOLUTE CLOCK			1320000									
BLOCK COUNTS		TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL
1	0	0	11	0	0	21	0	0	31	0	597	41	0	598
2	C	0	12	0	4007	22	0	0	32	0	597	42	0	598
3	0	0	13	0	4007	23	0	0	33	0	598	43	0	598
4	0	0	14	0	3410	24	0	4007	34	0	598	44	0	599
5	0	0	15	0	0	25	0	1194	35	0	598	45	0	599
6	0	0	16	0	0	26	0	597	36	0	598	46	0	599
7	0	0	17	0	0	27	0	597	37	1	598	47	0	599
8	0	15125	18	0	4007	28	0	597	38	0	598	48	0	599
9	0	4000	19	0	0	29	0	4007	39	0	598	49	3	4007
10	C	4000	20	0	0	30	0	3408	40	0	598	50	0	4006
BLOCK CURRENT		TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL
51	0	4007	61	0	4007	71	0	598	81	0	636	91	0	647
52	C	4007	62	0	4007	72	0	598	82	0	636	92	0	9
53	0	4007	63	0	4007	73	0	598	83	0	636	93	0	638
54	C	4007	64	0	4007	74	0	598	84	0	636	94	0	638
55	0	4007	65	0	4007	75	0	13	85	0	2	95	0	4007
56	0	3360	66	0	4006	76	0	596	86	0	2	96	5	4007
57	0	3360	67	0	4006	77	0	596	87	0	647	97	0	4006
58	0	3360	68	0	4006	78	0	636	88	0	647	98	0	3997
59	0	3360	69	0	4007	79	1	636	89	0	647	99	0	134
60	0	3360	70	0	4007	80	0	636	90	0	647	100	0	134
BLOCK CURRENT		TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL
101	0	268	111	0	26	121	1	26	131	0	143	141	0	151
102	0	134	112	0	26	122	0	132	132	0	11	142	0	114
103	C	108	113	0	26	123	1	132	133	0	132	143	0	114
104	0	108	114	0	26	124	0	132	134	0	132	144	0	115
105	0	108	115	0	26	125	0	132	135	5	4006	145	0	115
106	0	108	116	0	26	126	0	132	136	0	4007	146	0	115
107	0	108	117	0	26	127	0	132	137	0	3996	147	0	115
108	0	108	118	0	26	128	0	143	138	0	151	148	0	115
109	0	108	119	0	26	129	0	143	139	0	151	149	2	115
110	3	108	120	1	26	130	0	143	140	0	302	150	0	37
BLOCK CURRENT		TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL
151	0	37	161	0	150	171	0	12	181	0	104	191	0	32
152	0	37	162	1	150	172	0	150	182	0	104	192	0	32
153	0	37	163	0	150	173	0	150	183	0	105	193	0	32
154	0	37	164	0	150	174	29	4007	184	0	105	194	1	32
155	0	37	165	0	150	175	0	4006	185	0	105	195	0	32
156	0	37	166	0	150	176	0	3994	186	0	105	196	0	32
157	0	37	167	0	162	177	0	137	187	0	105	197	0	32
158	0	37	168	0	162	178	0	137	188	0	105	198	0	32
159	1	37	169	0	162	179	0	274	189	0	33	199	2	32
160	0	37	170	0	162	180	0	137	190	0	33	200	0	136
BLOCK CURRENT		TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL
201	1	136	211	0	136	221	0	87	231	0	53	241	0	138
202	C	136	212	0	136	222	0	87	232	0	53	242	0	138
203	0	136	213	21	4006	223	0	87	233	0	53	243	0	138
204	0	136	214	0	4006	224	0	87	234	0	53	244	0	138
205	C	136	215	0	3993	225	0	87	235	0	53	245	0	153
206	0	149	216	0	140	226	0	87	236	0	53	246	0	153
207	0	149	217	0	140	227	1	87	237	1	53	247	0	153
208	0	149	218	0	280	228	0	53	238	1	53	248	0	153
209	0	149	219	0	140	229	0	53	239	0	138	249	0	15
210	0	13	220	0	87	230	0	53	240	1	138	250	0	138

BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
251 0	138	261 0	124	271 0	37	281 0	157	291 6	4006
252 23	4006	262 0	124	272 0	37	282 0	157	292 0	4006
253 0	4006	263 0	124	273 0	37	283 0	157	293 J	3985
254 0	3990	264 0	124	274 0	37	284 0	178	294 0	145
255 J	162	265 0	124	275 0	37	285 0	178	295 0	145
256 0	152	266 3	124	276 1	37	286 0	178	296 0	290
257 0	324	267 0	37	277 1	37	287 0	178	297 0	145
258 0	162	268 0	37	278 0	157	288 0	21	298 0	102
259 0	125	269 0	37	279 1	157	289 0	157	299 J	102
260 1	125	270 0	37	280 0	157	290 J	157	300 0	102
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
301 0	102	311 J	43	321 J	143	331 0	4007	341 0	118
302 0	102	312 0	43	322 0	143	332 0	3984	342 0	118
303 0	102	313 0	43	323 0	166	333 J	169	343 J	118
304 0	102	314 0	43	324 0	166	334 0	169	344 2	118
305 2	102	315 1	43	325 0	166	335 0	338	345 0	51
306 0	43	316 1	43	326 0	166	336 0	169	346 0	51
307 0	43	317 0	143	327 0	23	337 0	118	347 0	51
308 0	43	318 1	143	328 0	143	338 0	118	348 0	51
309 0	43	319 0	143	329 0	143	339 0	118	349 0	51
310 0	43	320 0	143	330 7	4006	340 0	118	350 0	51
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
351 J	51	361 0	168	371 0	3982	381 0	103	391 0	63
352 0	51	362 0	192	372 0	165	382 0	103	392 0	63
353 0	51	363 0	192	373 J	165	383 1	103	393 1	53
354 1	51	364 0	192	374 0	330	384 0	62	394 3	63
355 1	51	365 0	192	375 0	165	385 0	62	395 0	162
356 0	168	366 0	24	376 0	103	386 0	62	396 1	162
357 1	168	367 0	168	377 0	103	387 0	62	397 0	162
358 0	168	368 0	168	378 0	103	388 0	62	398 0	162
359 0	168	369 6	4007	379 0	103	389 0	62	399 0	162
360 0	168	370 0	4006	380 0	103	390 0	63	400 0	162
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
401 0	189	411 0	692	421 0	3287	431 0	4006	441 0	4006
402 0	189	412 0	1384	422 0	3287	432 0	4006	442 0	4006
403 0	189	413 0	692	423 J	3287	433 0	4006	443 0	4006
404 0	189	414 0	692	424 0	54	434 0	4006	444 0	4006
405 0	27	415 0	692	425 0	27	435 0	694	445 0	4006
406 0	162	416 0	692	426 11	4006	436 0	694	446 0	4006
407 0	162	417 0	692	427 0	4006	437 0	694	447 0	4006
408 4	4006	418 0	6574	428 3	4006	438 0	694	448 0	4006
409 0	4006	419 0	3287	429 0	4006	439 0	694	449 0	4006
410 0	3979	420 0	3287	430 0	4006	440 0	4006	450 J	255
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
451 0	255	461 0	66	471 0	3057	481 0	62	491 J	21
452 0	255	462 0	66	472 0	255	482 0	41	492 0	21
453 0	255	463 0	66	473 0	255	483 0	41	493 J	21
454 0	247	464 0	189	474 0	4006	484 0	41	494 J	21
455 0	66	465 0	189	475 19	4006	485 0	41	495 J	21
456 0	66	466 0	3312	476 0	4006	486 0	41	496 0	21
457 0	66	467 0	3312	477 0	961	487 0	41	497 0	21
458 0	66	468 0	3312	478 0	62	488 0	41	498 0	21
459 0	66	469 0	3312	479 0	62	489 0	41	499 0	21
460 0	66	470 0	3312	480 0	124	490 0	21	500 0	21
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
501 0	62	511 0	3045	521 0	40	531 0	23	541 0	53
502 0	62	512 0	62	522 0	40	532 0	23	542 0	64
503 0	62	513 0	62	523 0	40	533 0	23	543 0	64
504 0	62	514 4	4006	524 0	40	534 0	23	544 0	64

505	0	62	515	0	4006	525	0	40	535	0	23	545	0	64
506	0	62	516	0	963	526	0	40	536	0	23	546	0	3106
507	0	3107	517	0	64	527	0	40	537	0	23	547	0	3106
508	0	3107	518	0	63	528	0	40	538	1	23	548	0	3106
509	0	3107	519	0	125	529	0	23	539	0	23	549	0	3106
510	0	3107	520	0	63	530	0	23	540	0	63	550	0	3042
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	
551	0	54	561	0	35	571	0	19	581	0	54	591	0	54
552	0	64	562	0	35	572	0	19	582	0	54	592	3	4006
553	4	4006	563	0	35	573	0	19	583	0	54	593	0	4007
554	0	4006	564	0	35	574	0	19	584	0	54	594	0	970
555	0	967	565	0	35	575	0	19	585	0	3093	595	0	72
556	0	54	566	0	35	576	0	19	586	0	3093	596	0	71
557	0	54	567	0	35	577	1	19	587	0	3093	597	0	142
558	0	108	568	0	19	578	0	19	588	0	3093	598	0	71
559	0	54	569	0	19	579	0	54	589	0	3039	599	0	47
560	0	35	570	0	19	580	0	54	590	0	54	600	0	47
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	
601	0	48	611	0	24	621	0	72	631	11	4007	641	0	47
602	0	48	612	0	24	622	0	72	632	0	4006	642	0	47
603	0	48	613	0	24	623	0	72	633	0	975	643	0	47
604	0	48	614	0	24	624	0	3108	634	0	77	644	0	47
605	0	48	615	0	24	625	0	3108	635	0	76	645	0	47
606	0	48	616	1	24	626	0	3108	636	0	152	646	0	29
607	0	24	617	0	24	627	0	3108	637	0	76	647	0	29
608	0	24	618	0	72	628	0	3036	638	0	47	648	0	29
609	0	24	619	0	72	629	0	72	639	0	47	649	0	29
610	0	24	620	0	72	630	0	72	640	0	47	650	0	29
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	
651	0	29	661	0	76	671	0	4006	681	0	45	691	0	27
652	0	29	662	0	76	672	0	977	682	0	45	692	0	27
653	0	29	663	0	3107	673	0	72	683	0	45	693	0	27
654	0	29	664	0	3107	674	0	70	684	0	45	694	1	27
655	1	29	665	0	3107	675	0	140	685	0	25	695	0	27
656	0	29	666	0	3107	676	0	70	686	0	25	696	0	72
657	0	76	667	0	3031	677	0	45	687	0	26	697	0	72
658	0	76	668	0	76	678	0	45	688	0	26	698	0	72
659	0	76	669	0	76	679	0	45	689	0	26	699	0	72
660	0	76	670	4	4006	680	0	45	690	0	26	700	0	72
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	
701	0	72	711	0	982	721	0	52	731	0	23	741	0	3100
702	0	3099	712	0	77	722	0	52	732	0	23	742	0	3100
703	0	3099	713	0	75	723	0	52	733	1	23	743	0	3100
704	0	3099	714	0	153	724	0	23	734	0	23	744	0	3100
705	0	3099	715	0	75	725	0	23	735	0	75	745	0	3025
706	0	3027	716	0	52	726	0	23	736	0	75	746	0	75
707	0	72	717	0	52	727	0	23	737	0	75	747	0	75
708	0	72	718	0	52	728	0	23	738	0	75	748	16	4007
709	3	4006	719	0	52	729	0	23	739	0	75	749	0	4006
710	0	4037	720	0	52	730	0	23	740	0	75	750	0	981
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	
751	0	749	761	0	232	771	0	752	781	0	378	791	0	380
752	0	1498	762	0	232	772	0	752	782	0	378	792	0	380
753	0	749	763	0	232	773	0	752	783	0	378	793	1	340
754	0	749	764	0	6053	774	0	1504	784	0	377	794	0	340
755	0	749	765	0	3025	775	0	752	785	0	377	795	0	758
756	0	749	766	5	4006	776	0	377	786	0	376	796	0	758
757	0	749	767	0	4006	777	0	377	787	0	379	797	0	758
758	0	464	768	7	4006	778	0	378	788	0	379	798	0	759
759	0	232	769	0	4006	779	0	378	789	0	379	799	0	759
760	0	232	770	0	4006	780	0	378	790	0	380	800	0	759

BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
801 0	4006	811 0	4006	821 0	4006	831 0	762	841 0	85
802 0	4006	812 0	4006	822 0	4006	832 0	762	842 0	85
803 0	4006	813 0	4006	823 0	4006	833 0	762	843 0	85
804 0	4006	814 0	4006	824 0	4006	834 0	739	844 0	679
805 0	3247	815 0	232	825 0	4006	835 0	83	845 0	679
806 0	759	816 0	232	826 0	4006	836 0	83	846 0	3774
807 0	759	817 0	232	827 0	4006	837 0	84	847 0	3774
808 12	4006	818 0	232	828 0	4006	838 0	84	848 0	3774
809 0	4006	819 0	232	829 0	4006	839 0	85	849 0	3774
810 0	4006	820 0	4006	830 0	762	840 0	85	850 0	3774
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
851 0	3010	861 0	748	871 0	6006	881 0	4006	891 0	4006
852 0	764	862 0	748	872 0	3003	882 1	4006	892 0	4006
853 0	764	863 0	748	873 8	4006	883 0	4006	893 0	4006
854 0	4006	864 0	748	874 0	4006	884 0	4006	894 0	4006
855 13	4006	865 0	510	875 3	4006	885 0	750	895 0	4006
856 0	4006	866 0	255	876 0	4006	886 0	750	896 0	4006
857 0	1003	867 0	255	877 0	4006	887 0	750	897 0	4006
858 0	748	868 0	255	878 0	158	888 0	750	898 0	4006
859 0	1496	869 0	255	879 0	4006	889 0	750	899 0	4006
860 0	748	870 0	255	880 0	4006	890 0	4006	900 0	3285
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
901 0	3285	911 0	3211	921 0	28	931 0	72	941 0	34
902 0	3285	912 0	3211	922 0	3228	932 0	38	942 0	34
903 0	3285	913 0	3211	923 0	3228	933 0	38	943 0	34
904 0	34	914 0	17	924 0	4006	934 0	38	944 0	34
905 0	3268	915 0	17	925 12	4006	935 0	38	945 0	34
906 0	3268	916 0	3256	926 0	4007	936 0	38	946 0	34
907 0	3211	917 0	3256	927 0	3977	937 0	38	947 0	34
908 1	3211	918 0	3256	928 0	72	938 0	38	948 0	34
909 0	3211	919 0	3256	929 0	72	939 0	38	949 1	34
910 0	3211	920 0	3256	930 0	144	940 0	34	950 2	34
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
951 0	70	961 0	33	971 0	46	981 0	35	991 1	80
952 1	70	962 0	69	972 0	46	982 0	35	992 0	79
953 0	69	963 0	69	973 0	46	983 0	35	993 0	79
954 0	69	964 16	4007	974 0	46	984 0	35	994 0	79
955 0	69	965 0	4006	975 0	46	985 0	36	995 0	79
956 0	69	966 0	3967	976 0	46	986 0	36	996 0	120
957 0	102	967 0	81	977 0	46	987 0	36	997 0	120
958 0	102	968 0	81	978 2	46	988 1	36	998 0	120
959 0	102	969 0	162	979 0	35	989 0	36	999 0	120
960 0	102	970 0	81	980 0	35	990 0	80	1000 0	41
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
1001 0	79	1011 0	27	1021 0	47	1031 0	73	1041 0	73
1002 0	79	1012 0	27	1022 0	47	1032 0	73	1042 10	4007
1003 15	4006	1013 0	27	1023 0	47	1033 0	73	1043 0	4006
1004 0	4007	1014 0	27	1024 0	48	1034 0	73	1044 0	3959
1005 0	3554	1015 0	27	1025 0	48	1035 0	116	1045 0	3401
1006 0	73	1016 0	27	1026 0	48	1036 0	116	1046 0	1194
1007 0	73	1017 1	27	1027 1	48	1037 0	116	1047 0	597
1008 0	146	1018 0	46	1028 0	48	1038 0	115	1048 0	597
1009 0	73	1019 0	45	1029 0	74	1039 0	43	1049 0	597
1010 0	27	1020 0	47	1030 1	74	1040 0	73	1050 0	597
BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL	BLOCK CURRENT	TOTAL
1051 0	597	1061 0	4007						
1052 0	6724	1062 6	4006						
1053 0	3362	1063 0	4007						
1054 0	3362	1064 0	4007						

1055	0	3362	1065	0	354
1056	0	3362	1066	0	4007
1057	0	3362	1067	0	10
1058	0	94	1068	0	10
1059	0	47			
1060	14	4006			

USER CHAIN	TOTAL ENTRIES	AVERAGE TIME/TRANS	CURRENT CONTENTS	AVERAGE CONTENTS	MAXIMUM CONTENTS
LCH	635	76435.312	37	40.447	49
MAF	637	14715.570	12	7.811	52
UAB	27	46452.109	1	1.045	3
UBB	38	33656.050	1	1.065	3
UCB	35	36299.199	3	1.058	3
UDB	54	24330.218	1	1.094	3
UEB	38	33540.234	1	1.062	3
UFB	44	29287.203	1	1.073	3
UGB	52	25216.613	1	1.092	4
UHB	64	20988.765	1	1.119	4
MBF	8	150.000		.000	1
UIB	22	57106.589	1	1.046	3
UJB	24	52664.707	1	1.053	4
UKB	20	62443.097	1	1.040	2
ULB	25	50614.878	1	1.054	3
UMB	30	42445.632	1	1.061	3
UNB	28	45602.890	1	1.064	4
UOB	24	52507.582	1	1.050	3
UPB	381	19270.898	1	6.118	32
MCF	24	60.625		.001	1
MOF	3252	18859.996	58	51.110	71
UQB	35	36844.054	1	1.074	3
URB	37	34907.726	1	1.076	3
USB	49	27100.753	1	1.106	3

FACILITY	AVERAGE UTILIZATION	NUMBER ENTRIES	AVERAGE TIME/TRAN	SEIZING TRANS. NO.	PREEMPTING TRANS. NO.
LCR1	1.000	599	2003.338	431	
LCHI	.076	599	153.505		
MAQ	.986	637	1857.466	116	
UAM	.359	108	3990.925		
UAL	.044	26	2042.269		
UAC	.967	133	8725.304	91	
UBM	.382	115	3995.773		
UBL	.061	37	1998.053		
UBC	.970	151	7711.085	31	
UCH	.346	105	3959.856		
UCL	.054	33	1971.272	226	
UCO	.952	137	8346.195	444	
UDH	.288	87	3984.287		
UDL	.088	53	1996.811		
LDO	.971	139	8389.558	381	
UEH	.415	125	3985.575	237	
UEL	.061	37	2008.540		
UED	.963	158	7318.472	179	
UFH	.339	102	3998.813		
UFL	.071	43	1983.906		
UFO	.937	144	7810.539	136	
UGH	.391	118	3982.872		
UGL	.086	51	2044.293		
UGO	.948	169	6734.558	297	
UHH	.345	103	4023.630		
UHL	.102	63	1956.000		
UHO	.921	163	6787.605	145	
MBQ	.026	66	485.621		
UIH	.171	41	5023.386		
UIL	.043	21	2499.666		
UIO	.019	62	368.838		
UJH	.167	40	5014.324		
UJL	.046	23	2412.912		
UJC	.027	64	508.187		
UKH	.143	35	4931.425		
UKL	.040	19	2558.578		
UKO	.013	54	309.277		
ULH	.197	48	4944.250		
ULL	.050	24	2548.416		
ULC	.018	72	307.694		
UMH	.195	47	4988.273		
UML	.059	29	2474.275		
UMC	.019	76	300.355		
UNH	.188	45	5038.843		
UNL	.054	27	2413.444		
UNC	.019	72	331.930		
UOH	.213	52	4916.730		
UCL	.050	23	2609.695		
LOO	.020	75	328.773		
UPH	.314	378	997.751		
UPL	.635	380	2006.581		
UPD	.102	759	162.379		
MCQ	.023	85	334.529		
MDQ	.977	3212	365.308	459	
LQH	.064	38	2025.447		
UQL	.071	34	2529.029		
UQO	.958	70	16437.511	514	
URH	.076	46	1986.021		
URL	.072	36	2414.222		
URC	.964	80	14467.074	466	
USH	.045	27	2044.407		

USL	.098	48	2463.916	
USO	.952	74	15449.023	457

LOGIC SWITCH - SET (ON) STATUS

SWITCH	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
	MAR	MAE	MAF	JAI	UBI	UCI	UDI	JEI	UFI	UGI	UHI	MBR	MBE	I9	MCR	MCE	
	MDR	MDE	MDB	MDF	UQI	URI	USI										

STORAGE	CAPACITY	AVERAGE	AVERAGE	ENTRIES	AVERAGE	CURRENT	MAXIMUM
IPS	380	CONTENTS	UTILIZATION		TIME/TRAN	CONTENTS	CONTENTS
		63.957	.168	1722	44569.457	63	131

QUEUE	MAXIMUM CONTENTS	AVERAGE CONTENTS	TOTAL ENTRIES	ZERO ENTRIES	PERCENT ZEROS	AVERAGE TIME/TRANS	AVERAGE TIME/TRANS	TABLE NUMBER	CURRENT CONTENTS
LCRI	49	40.447	635		.0	76435.312	76435.312		37
MAQ	53	8.797	649		.0	16266.601	16266.601		13
UAQ	9	5.849	139		.0	50496.644	50496.644		7
UAB	3	2.000	28		.0	85753.812	85753.812		2
UBQ	8	5.454	155		.0	42227.972	42227.972		5
UAB	3	2.004	39		.0	61666.714	61666.714		2
UCQ	8	5.195	143		.0	43598.031	43598.031		7
UCB	3	2.004	35		.0	68726.250	68726.250		3
UDQ	10	6.370	143		.0	53460.320	53460.320		5
UDB	3	2.006	55		.0	43781.835	43781.835		2
UEQ	9	6.367	165		.0	46312.277	46312.277		8
UEB	3	2.000	39		.0	61543.921	61543.921		2
UFQ	7	5.180	149		.0	41724.132	41724.132		6
UFB	3	2.002	45		.0	53407.308	53407.308		2
UGQ	10	6.123	174		.0	42228.992	42228.992		6
LGB	4	2.006	53		.0	45424.808	45424.808		2
UHQ	8	5.045	169		.0	35829.000	35829.000		7
UHB	4	2.016	64		.0	37813.328	37813.328		2
MBQ	2	.027	66		.0	503.802	503.802		
UIQ	5	2.251	64		.0	42219.218	42219.218		2
UIB	3	2.003	23		.0	104515.250	104515.250		2
UJQ	5	2.269	66		.0	41261.589	41261.589		2
UJB	4	2.007	25		.0	96338.187	96338.187		2
UKQ	5	2.211	56		.0	47394.945	47394.945		2
UKB	3	2.000	21		.0	114297.562	114297.562		2
ULQ	5	2.300	74		.0	37302.160	37302.160		2
ULB	3	2.003	26		.0	92469.562	92469.562		2
UMQ	5	2.296	78		.0	35325.035	35325.035		2
UMB	3	2.001	31		.0	77471.437	77471.437		2
UNQ	5	2.283	74		.0	37033.984	37033.984		2
UNB	4	2.009	28		.0	86132.750	86132.750		2
UOQ	5	2.320	77		.0	36170.347	36170.347		2
UOB	3	2.000	25		.0	96006.312	96006.312		2
UPQ	37	8.063	761		.0	12715.593	12715.593		2
UPB	32	6.483	381		.0	20419.191	20419.191		2
MCQ	2	.024	85		.0	351.646	351.646		
MDQ	72	52.088	3270		.0	19115.007	19115.007		59
UQQ	6	4.866	74		.0	78917.812	78917.812		5
UQB	3	2.002	36		.0	66765.375	66765.375		2
URQ	6	4.890	84		.0	69868.750	69868.750		5
URB	3	2.003	37		.0	64991.187	64991.187		2
USQ	6	3.948	77		.0	61528.441	61528.441		4
LSB	3	2.008	49		.0	49176.917	49176.917		2

\$AVERAGE TIME/TRANS = AVERAGE TIME/TRANS EXCLUDING ZERO ENTRIES

TABLE REC1
 ENTRIES IN TABLE
 158

	MEAN ARGUMENT 12.531	STANDARD DEVIATION 1.933	SUM OF ARGUMENTS 1980.000	NON-WEIGHTED		
UPPER LIMIT	OBSERVED FREQUENCY	PER CENT OF TOTAL	CUMULATIVE PERCENTAGE	CUMULATIVE REMAINDER	MULTIPLE OF MEAN	DEVIATION FROM MEAN
0	0	.00	.0	100.0	-.000	-6.481
1	0	.00	.0	100.0	.079	-5.963
2	0	.00	.0	100.0	.159	-5.446
3	0	.00	.0	100.0	.239	-4.929
4	0	.00	.0	100.0	.319	-4.412
5	0	.00	.0	100.0	.398	-3.895
6	0	.00	.0	100.0	.478	-3.377
7	0	.00	.0	100.0	.558	-2.860
8	0	.00	.0	100.0	.638	-2.343
9	15	9.49	9.4	90.5	.718	-1.826
10	16	10.12	19.6	80.3	.797	-1.309
11	16	10.12	29.7	70.2	.877	-.792
12	24	15.18	44.9	55.0	.957	-.274
13	28	17.72	62.6	37.3	1.037	.242
14	28	17.72	80.3	19.6	1.117	.759
15	31	19.62	100.0	.0	1.196	1.276

REMAINING FREQUENCIES ARE ALL ZERO

TABLE REC2
 ENTRIES IN TABLE
 354

MEAN ARGUMENT
 5.158

STANDARD DEVIATION
 3.125

SUM OF ARGUMENTS
 1826.000

NON-WEIGHTED

UPPER LIMIT	OBSERVED FREQUENCY	PER CFNT OF TOTAL	CUMULATIVE PERCENTAGE	CUMULATIVE REMAINDER	MULTIPLE OF MEAN	DEVIATION FROM MEAN
0	0	.00	.0	100.0	-.000	-1.650
1	39	11.01	11.0	88.9	.193	-1.330
2	45	12.71	23.7	76.2	.387	-1.010
3	38	10.73	34.4	65.5	.581	-.690
4	40	11.29	45.7	54.2	.775	-.370
5	39	11.01	56.7	43.2	.969	-.050
6	40	11.29	68.0	31.9	1.163	.269
7	41	11.58	79.6	20.3	1.357	.589
8	40	11.29	90.9	9.0	1.550	.909
9	5	1.41	92.3	7.6	1.744	1.229
10	7	1.97	94.3	5.6	1.938	1.549
11	4	1.12	95.4	4.5	2.132	1.869
12	3	.84	96.3	3.6	2.326	2.189
13	2	.56	96.8	3.1	2.520	2.509
14	5	1.41	98.3	1.6	2.714	2.829
15	6	1.69	100.0	.0	2.907	3.149

REMAINING FREQUENCIES ARE ALL ZERO

APPENDIX B

SOURCE LISTING AND COMPUTER OUTPUT FOR
SECOND MODEL SIMULATION

```
*** GPSS / 360 / D S V E R S I O N 1 ***  
*** IBM PROGRAM NUMBER 360A-CS-17X (V1M4) ***  
REALLOCATE XAC,1300,BLR,1200,FAC,100,STP,1,SUF,100,LOG,100 1  
REALLOCATE TAB,5,FUN,12,VAR,75,FSV,5,HSV,5,CHA,30,GRP,1,BVR,10 2  
REALLOCATE FMS,1,HAS,1,COM,75000 3
```

BLOCK NUMBER	# LOC	OPERATION	A,B,C,D,E,F,G	COMMENTS	CARD NUMBER
		SIMULATE			4
	ULST1	STARTMACRO			5
	#D	TEST E	P1,1,#A		6
		TEST E	P3,#G,#B		7
		TEST L	#E,#I,#B		8
		QUEUE	#D		9
		SPLIT	1,#A		10
		TEST E	P2,1,#C		11
		SEIZE	#A		12
	#D	VARIABLE	#J		13
		ADVANCE	#F,#F		14
		LEAVE	IPS		15
		ASSIGN	2,0		16
		DEPART	#C		17
		RELEASE	#A		18
		ENDMACRO			19
	ULST2	STARTMACRO			20
		TRANSFER	,#B		21
		TEST GE	#C,#H,#A		22
		ASSIGN	3,#E		23
		TRANSFER	,#B		24
	#A	QUEUE	#A		25
		DEPART	#A		26
		TRANSFER	,#B		27
		LINK	#A,FIFO,#F		28
	#F	TEST G	#C,#H		29
		SEIZE	#B		30
	#B	VARIABLE	#I		31
		ADVANCE	#G,#D		32
		ENTER	IPS		33
		ASSIGN	2,1		34
		RELEASE	#B		35
		UNLINK	#A,#F,1		36
		ENDMACRO			37
	ULST3	STARTMACRO			38
		ASSIGN	3,#H		39
	#A	SEIZE	#C		40
		LOGIC S	#B		41
		GATE LR	#B		42
		RELEASE	#C		43
		TRANSFER	,#C		44
	#D	ASSIGN	1,0		45
		ASSIGN	2,0		46
		ASSIGN	3,0		47
		GATE LR	#B,#E		48
		TRANSFER	,#C		49
	#E	LOGIC R	#B		50
		TERMINATE			51
	#F	VARIABLE	#I		52
	#C	ADVANCE	#F		53
		ENDMACRO			54
	NORM	FUNCTION	#A1,C31		55
			0,-5.00/.00023,-3.50/.00058,-3.25/.00135,-3.00/.00300,-2.75/		56
			.00620,-2.50/.01220,-2.25/.02280,-2.00/.04010,-1.75/.06680,-1.50/		57

		.10570,-1.25/.15870,-1.00/.22660,-0.75/.30850,-0.50/.40130,-0.25/	58
		.50000,0.00/.59870,0.25/.69150,0.50/.77340,0.75/.84130,1.00/	59
		.89440,1.25/.93320,1.50/.95990,1.75/.97730,2.00/.98780,2.25/	60
		.99380,2.50/.99700,2.75/.99865,3.00/.99942,3.25/.99977,3.50/1.0,5.00	61
		DLCP FUNCTION RN1,02	62
		.70,1/1.0,2	63
	RECI	TABLE P3,0,1,5	64
		INITIAL X1,1200	65
		INITIAL X3,10	66
	IPS	STORAGE 1200	67
	1	VARIABLE 500/X3	68
1		GENERATE V1,,X1,,3	69
2		QUEUE CARS	70
3		SEIZE CAR	71
4		GATE LR 20	72
5		LOGIC R 20	73
6		DEPART CARS	74
7		RELEASE CAR	75
8	TERM	TERMINATE	76
9		GENERATE V1,,,1,3	77
10		GATE LR 19,TERM	78
11		TRANSFER ,BEGN	79
12	NTR	LOGIC S 19	80
13	BEGN	TEST E P1,0,SKIP	81
14		TEST G Q\$CARS,0,SKIP	82
15		TEST LE Q\$LCR1,35,BYPS	83
16		LOGIC S 20	84
17		ASSIGN 1,1	85
18	SKIP	TRANSFER ,LST1	86
19	BYPS	LOGIC S 20	87
20		SPLIT 1,LH01	88
21		ASSIGN 1,1	89
22		ASSIGN 3,0	90
23		TRANSFER ,LSZ1	91
24	LST1	TEST E P1,1,LHK1	92
25		SPLIT 1,LEC1	93
26	LH01	ASSIGN 1,0	94
27		ASSIGN 2,0	95
28		ASSIGN 3,0	96
29	LHK1	GATE LR 3,LTH1	97
30		TRANSFER ,LS01	98
31	LEC1	QUEUE LCR1	99
32		LINK LCH,FIFO,LFA1	100
33	LFA1	SEIZE LCR1	101
34		DEPART LCR1	102
35		TEST E P2,0,LDC1	103
36		ENTER IPS	104
	LVB1	VARIABLE FN\$NORM*10	105
37		ADVANCE 40,V\$LVB1	106
38		ASSIGN 2,1	107
39		ASSIGN 3,FN\$DLCP	108
40	LDC1	RELEASE LCR1	109
41		UNLINK LCH,LFA1,1	110
42	LSZ1	SEIZE LCH1	111
43		LOGIC S 3	112
44		GATE LR 3	113
45		RELEASE LCH1	114

46		TRANSFER	,LS01	115
47	LTH1	LOGIC R	3	116
48		TERMINATE		117
	LAV1	VARIABLE	(360*1000)/X3	118
49	LS01	ADVANCE	V\$ LAV1	119
	ULST1	MACRO	UAA,UAB,UAC,UAD,Q\$UAD,V\$UAD,1,50,2, FN\$NORM*10	120
50	UAD	TEST E	P1,1,UAA	120
51		TEST E	P3,1,UAB	120
52		TEST L	Q\$UAD,2,UAB	120
53		QUEUE	UAD	120
54		SPLIT	1,UAA	120
55		TEST E	P2,1,UAC	120
56		SEIZE	UAA	120
	UAD	VARIABLE	FN\$NORM*10	120
57		ADVANCE	60,V\$UAD	120
58		LEAVE	IPS	120
59		ASSIGN	2,0	120
60		DEPART	UAD	120
61		RELEASE	UAA	120
	ULST2	MACRO	UAC,UAE,CH\$UAC,V\$UAE,0,UAF,0,0,0	121
62		TRANSFER	,UAE	121
63		TEST G	CH\$UAC,0,UAC	121
64		ASSIGN	3,0	121
65		TRANSFER	,UAE	121
66	UAC	QUEUE	UAC	121
67		DEPART	UAC	121
68		TRANSFER	,UAE	121
69		LINK	UAC,FIFO,UAF	121
70	UAF	TEST G	CH\$UAC,0	121
71		SEIZE	UAE	121
	UAE	VARIABLE	0	121
72		ADVANCE	0,V\$UAE	121
73		ENTER	IPS	121
74		ASSIGN	2,1	121
75		RELEASE	UAE	121
76		UNLINK	UAC,UAF,1	121
	ULST3	MACRO	UAE,UAG,UAB,UAA,UAH,V\$UAG,UAD,0,(120*1000)/X3	122
77		ASSIGN	3,0	122
78	UAE	SEIZE	UAB	122
79		LOGIC S	UAG	122
80		GATE LR	UAG	122
81		RELEASE	UAB	122
82		TRANSFER	,UAB	122
83	UAA	ASSIGN	1,0	122
84		ASSIGN	2,0	122
85		ASSIGN	3,0	122
86		GATE LR	UAG,UAH	122
87		TRANSFER	,UAB	122
88	UAH	LOGIC R	UAG	122
89		TERMINATE		122
	UAH	VARIABLE	(120*1000)/X3	122
90	UAB	ADVANCE	V\$UAG	122
	ULST1	MACRO	UBA,UBB,UBC,UBD,Q\$UBD,V\$UBD,2,140,2, FN\$NORM*20	123
91	UBD	TEST E	P1,1,UBA	123
92		TEST E	P3,2,UBB	123
93		TEST L	Q\$UBD,2,UBB	123
94		QUEUE	UBD	123

95		SPLIT	1,UBA	123
96		TEST E	P2,1,UBC	123
97		SEIZE	UBA	123
	UBD	VARIABLE	FN\$NORM*20	123
98		ADVANCE	140,V\$UBD	123
99		LEAVE	IPS	123
100		ASSIGN	2,0	123
101		DEPART	UBD	123
102		RELEASE	UBA	123
	ULST2	MACRO	UBC,UBE,CH\$UBC,V\$UBE,0,UBF,0,0,0	124
103		TRANSFER	,UBE	124
104		TEST GE	CH\$UBC,0,UBC	124
105		ASSIGN	3,0	124
106		TRANSFER	,UBE	124
107	UBC	QUEUE	UBC	124
108		DEPART	UBC	124
109		TRANSFER	,UBE	124
110		LINK	UBC,FIFO,UBF	124
111	UBF	TEST G	CH\$UBC,0	124
112		SEIZE	UBE	124
	UBE	VARIABLE	0	124
113		ADVANCE	0,V\$UBE	124
114		ENTER	IPS	124
115		ASSIGN	2,1	124
116		RELEASE	UBE	124
117		UNLINK	UBC,UBF,1	124
	ULST3	MACRO	UBE,UBG,UBB,UBA,UBH,V\$UBH,UBD,0,(120*1000)/X3	125
118		ASSIGN	3,0	125
119	UBE	SEIZE	UBB	125
120		LOGIC S	UBG	125
121		GATE LR	UBG	125
122		RELEASE	UBB	125
123		TRANSFER	,UBB	125
124	UBA	ASSIGN	1,0	125
125		ASSIGN	2,0	125
126		ASSIGN	3,0	125
127		GATE LR	UBG,UBH	125
128		TRANSFER	,UBB	125
129	UBH	LOGIC R	UBG	125
130		TERMINATE		125
	UBH	VARIABLE	(120*1000)/X3	125
131	UBB	ADVANCE	V\$UBH	125
132		TEST E	P2,1,TRA	126
133		TABULATE	RECI	127
134	TRA	TRANSFER	,NTR	128
135		GENERATE	60000	129
136		TERMINATE	!	130
		START	1	131
		RESET		132
		START	8,,2	133
		END		134

THIS IS SNAP 4 OF 4

RELATIVE CLOCK		480000		ABSOLUTE CLOCK		540000										
BLOCK COUNTS																
BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT
1	0	1	11	0	0	21	0	0	31	0	9552	41	0	9552		
2	0	1	12	0	9600	22	0	0	32	0	9552	42	0	9552		
3	0	1	13	0	9600	23	0	0	33	0	9552	43	1	9552		
4	0	1	14	0	49	24	0	9600	34	0	9552	44	0	9552		
5	0	1	15	0	1	25	0	19104	35	0	9552	45	0	9552		
6	0	1	16	0	1	26	0	9552	36	0	8808	46	0	9552		
7	0	1	17	0	1	27	0	9552	37	1	8808	47	0	9552		
8	0	9601	18	0	9600	28	0	9552	38	0	8808	48	0	9552		
9	0	9600	19	0	0	29	0	9600	39	0	8808	49	720	9600		
10	0	9600	20	0	0	30	0	48	40	0	9552	50	0	9600		
BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT
51	0	9554	61	0	6238	71	0	0	81	0	6238	91	0	9600		
52	0	6431	62	0	6238	72	0	0	82	0	6238	92	0	9555		
53	0	6238	63	0	0	73	0	0	83	0	6284	93	0	3134		
54	0	12476	64	0	0	74	0	0	84	0	6284	94	0	2573		
55	0	6238	65	0	0	75	0	0	85	0	6284	95	0	5146		
56	0	6238	66	0	0	76	0	0	86	0	6284	96	0	2573		
57	1	6238	67	0	0	77	0	0	87	0	46	97	0	2573		
58	0	6238	68	0	0	78	0	6238	88	0	6238	98	1	2573		
59	0	6238	69	0	0	79	1	6238	89	0	6238	99	0	2573		
60	0	6238	70	0	0	80	0	6238	90	240	9600	100	0	2573		
BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT	TOTAL	BLOCK	CURRENT
101	0	2573	111	0	0	121	0	2573	131	240	9600					
102	0	2573	112	0	0	122	0	2573	132	0	9600					
103	0	2573	113	0	0	123	0	2573	133	0	744					
104	0	0	114	0	0	124	0	2618	134	0	9600					
105	0	0	115	0	0	125	0	2618	135	0	8					
106	0	0	116	0	0	126	0	2518	136	0	8					
107	0	0	117	0	0	127	0	2618								
108	0	0	118	0	0	128	0	45								
109	0	0	119	0	2573	129	0	2573								
110	0	0	120	1	2573	130	0	2573								

FACILITY	AVERAGE UTILIZATION	NUMBER ENTRIES	AVERAGE TIME/TRAN	SEIZING TRANS. NO.	PREEMPTING TRANS. NO.
CAR	.000	1	50.000		
LCR1	.733	9553	36.860	1138	
LCH1	.862	9553	43.315	1132	
UAA	.778	6239	59.907	393	
UAB	.781	6239	60.146	415	
UBA	.750	2574	139.898	1131	
UBB	.714	2574	133.166	158	

STORAGE	CAPACITY	AVERAGE	AVERAGE	ENTRIES	AVERAGE	CURRENT	MAXIMUM
IPS	1200	CONTENTS	UTILIZATION		TIME/TRAN	CONTENTS	CONTENTS
		822.048	.685	9629	40978.644	818	846

TABLE RECI
 ENTRIES IN TABLE
 744

MEAN ARGUMENT
 1.740

STANDARD DEVIATION
 .438

SUM OF ARGUMENTS
 1295.000

NON-WEIGHTED

UPPER LIMIT	OBSERVED FREQUENCY	PER CENT OF TOTAL	CUMULATIVE PERCENTAGE	CUMULATIVE REMAINDER	MULTIPLE OF MEAN	DEVIATION FROM MEAN
0	0	.00	.0	100.0	-.000	-3.969
1	193	25.94	25.9	74.0	.574	-1.689
2	551	74.05	100.0	.0	1.149	.591

REMAINING FREQUENCIES ARE ALL ZERO

VITA

Robert Lee Gourley

Candidate for the Degree of

Doctor of Philosophy

Thesis: A MODULAR GENERAL PURPOSE APPROACH TO THE SIMULATION OF
CONSTANT SPEED DISCRETELY SPACED RECIRCULATING CONVEYOR
SYSTEMS

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