

FIG. 1

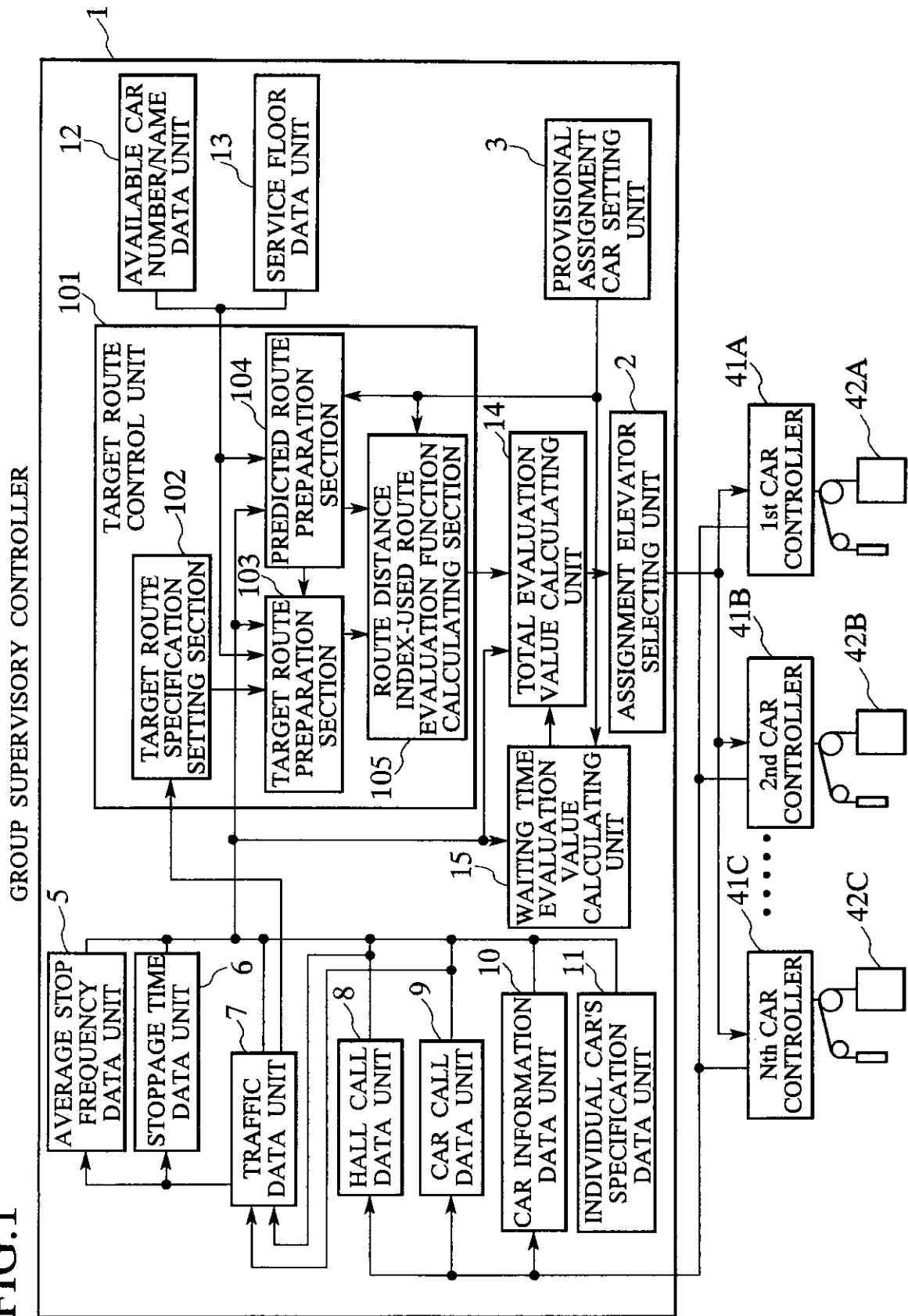


FIG.2

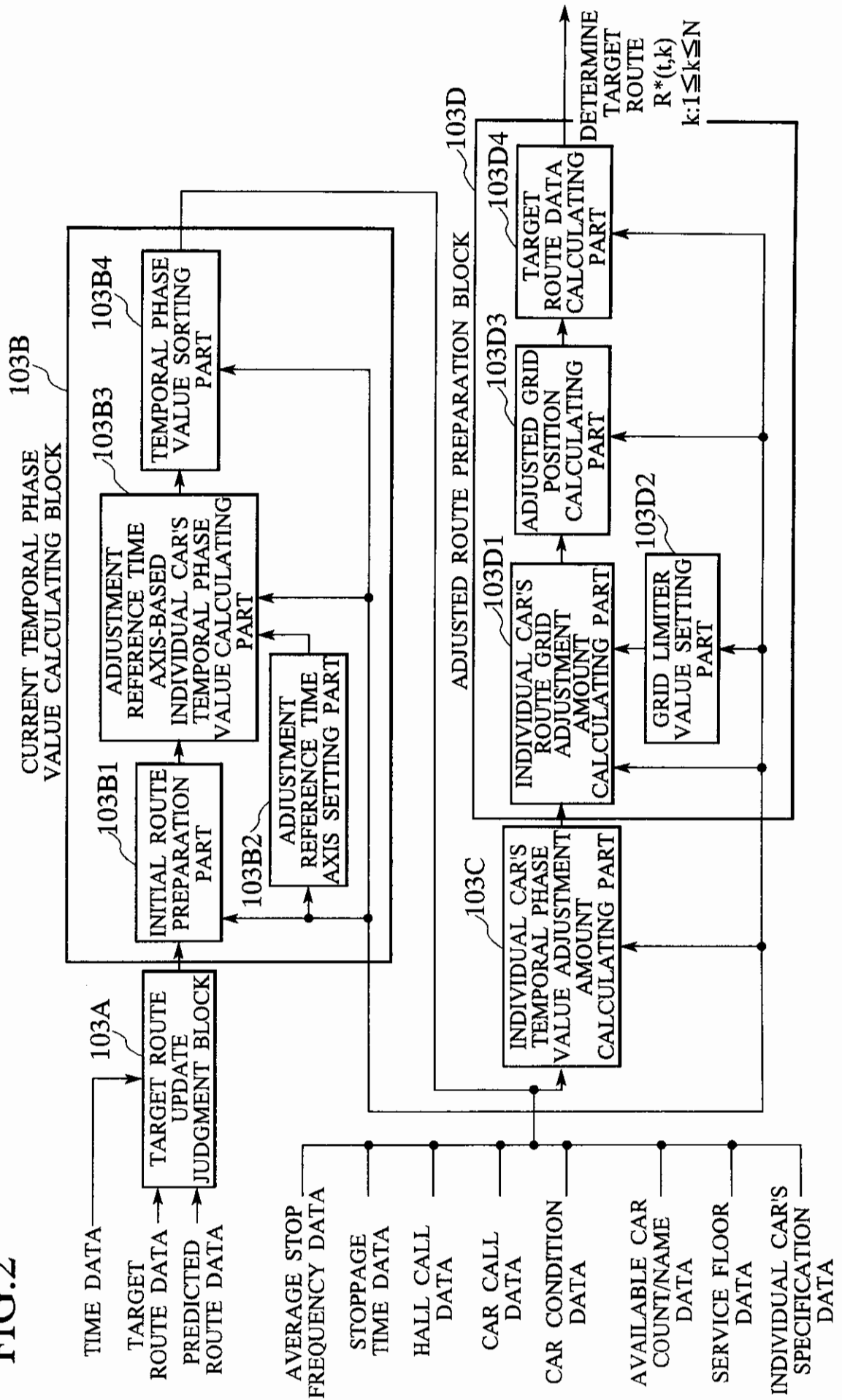


FIG. 4

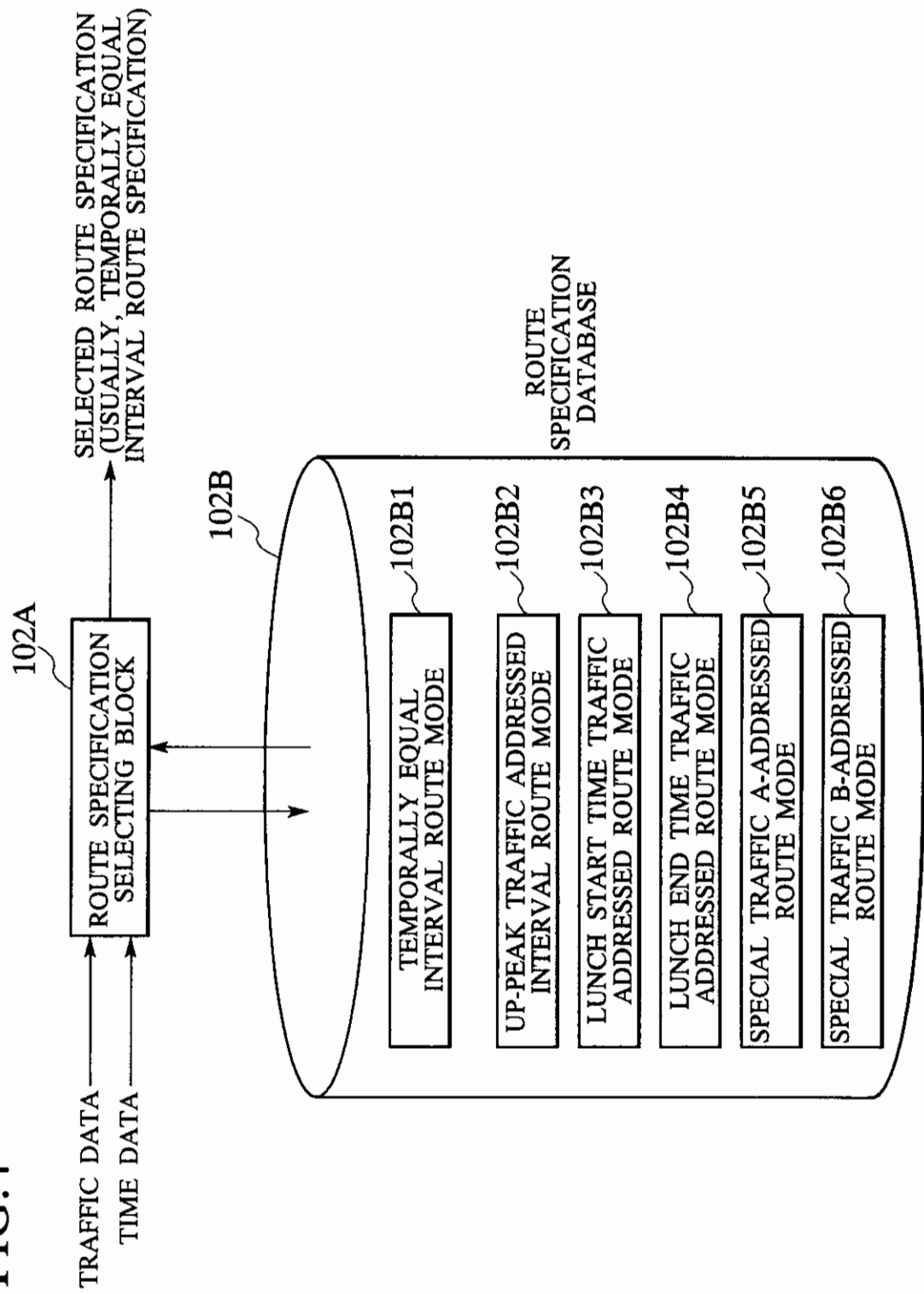


FIG. 6

PREDICTED ROUTE PREPARATION
SECTION DURING REGULAR PROCESSING
(FOR TARGET ROUTE UPDATE CHECK)

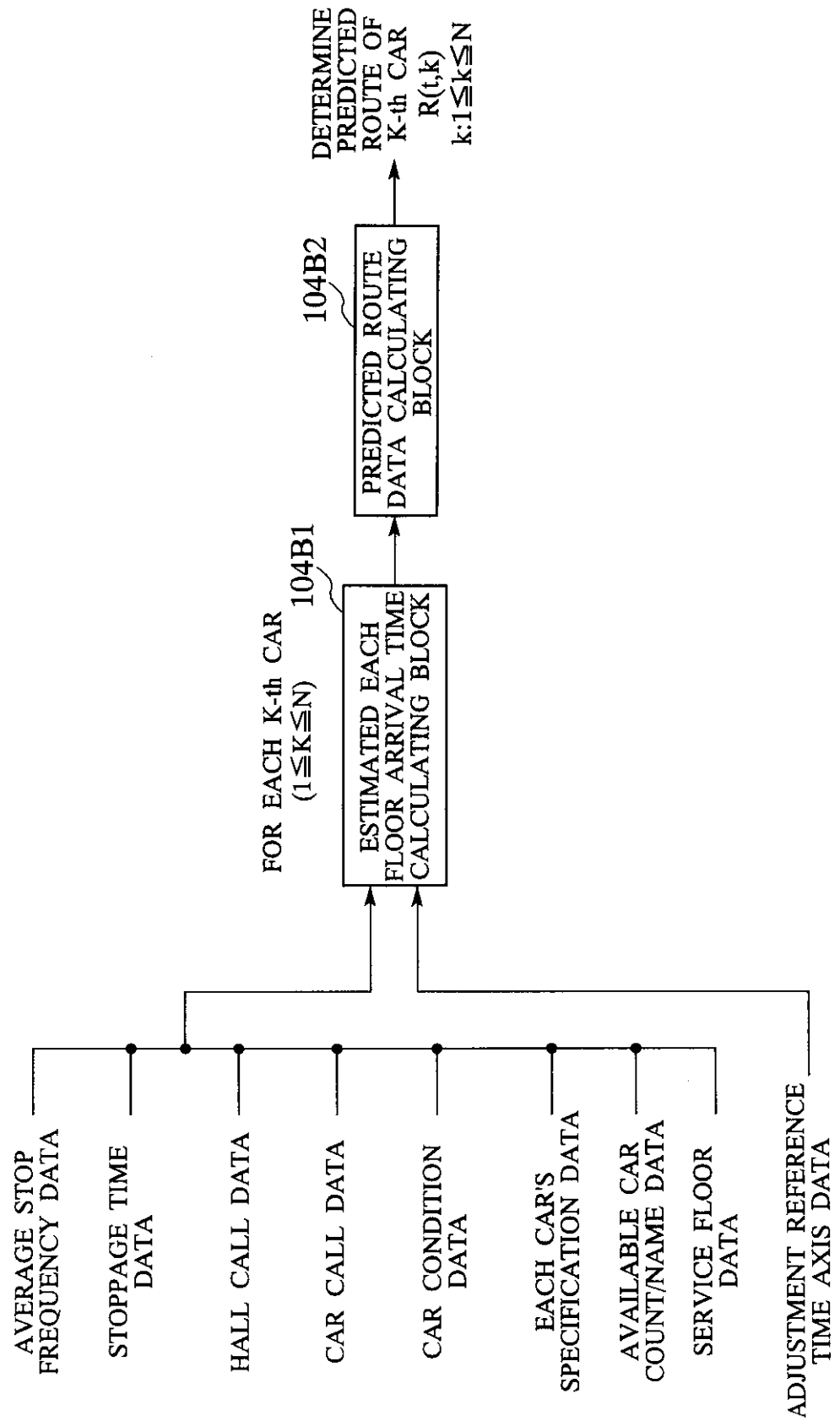


FIG. 7

FOR Ka-th CAR ASSIGNED
PROVISIONALLY TO HALL CALL

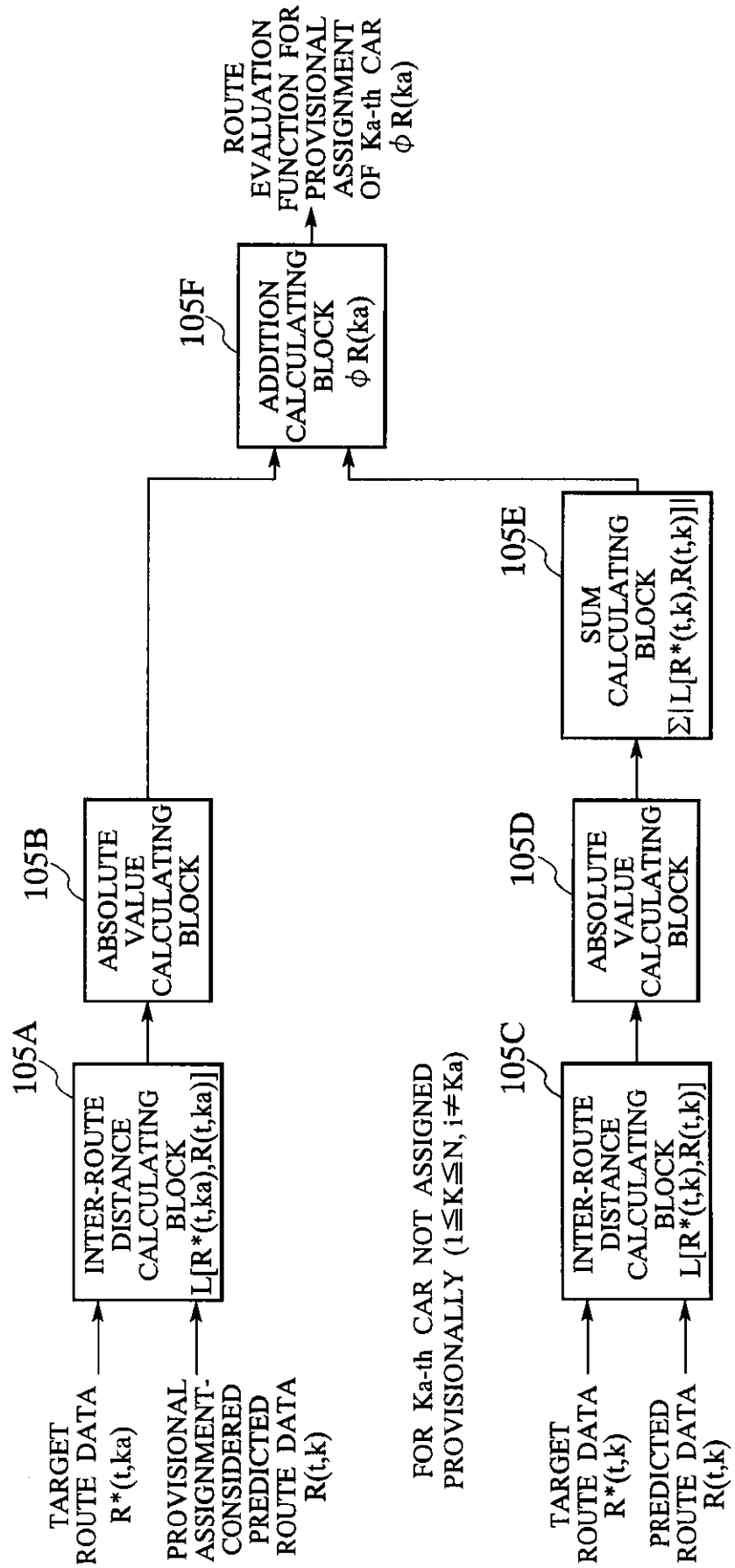


FIG.8

BASIC CONCEPT 1 OF TARGET
ROUTE-BASED CONTROL

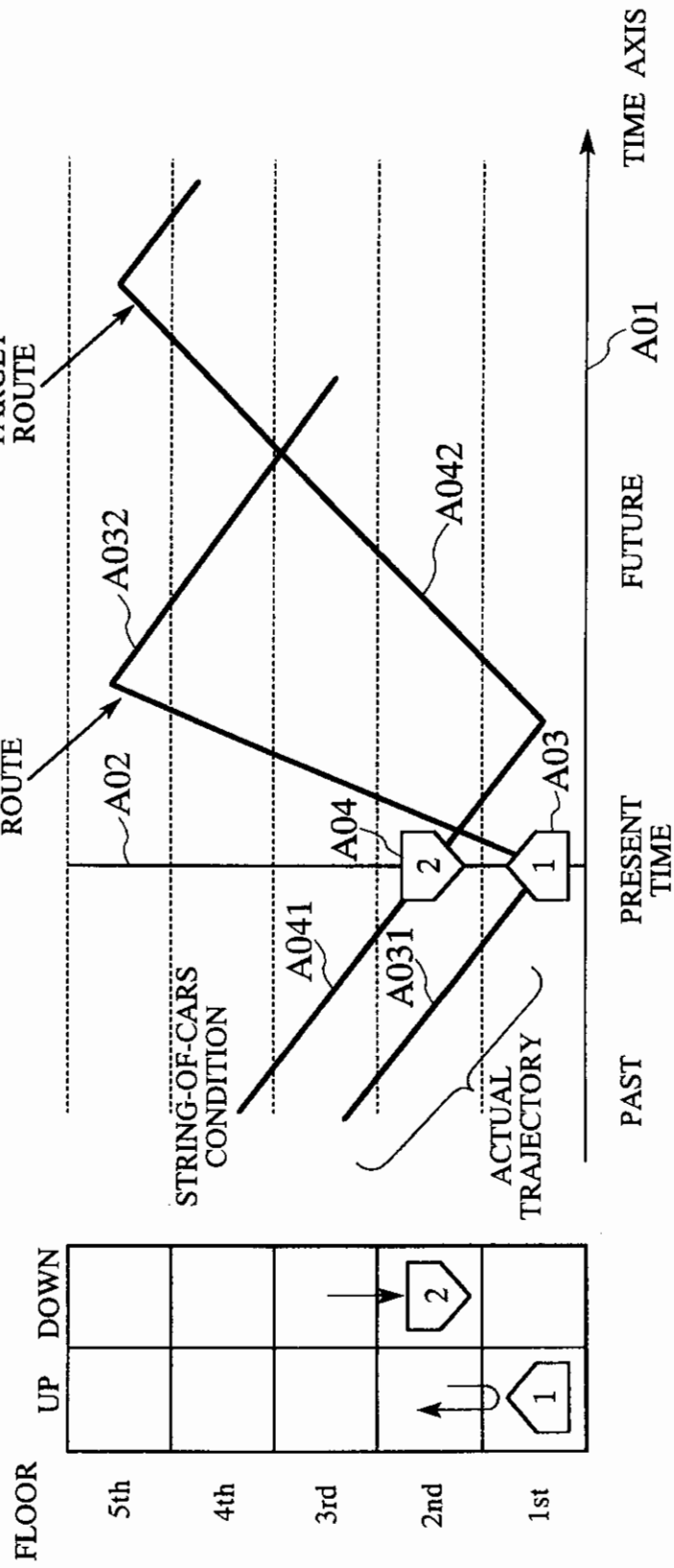


FIG.9

BASIC CONCEPT 2 OF TARGET
ROUTE-BASED CONTROL

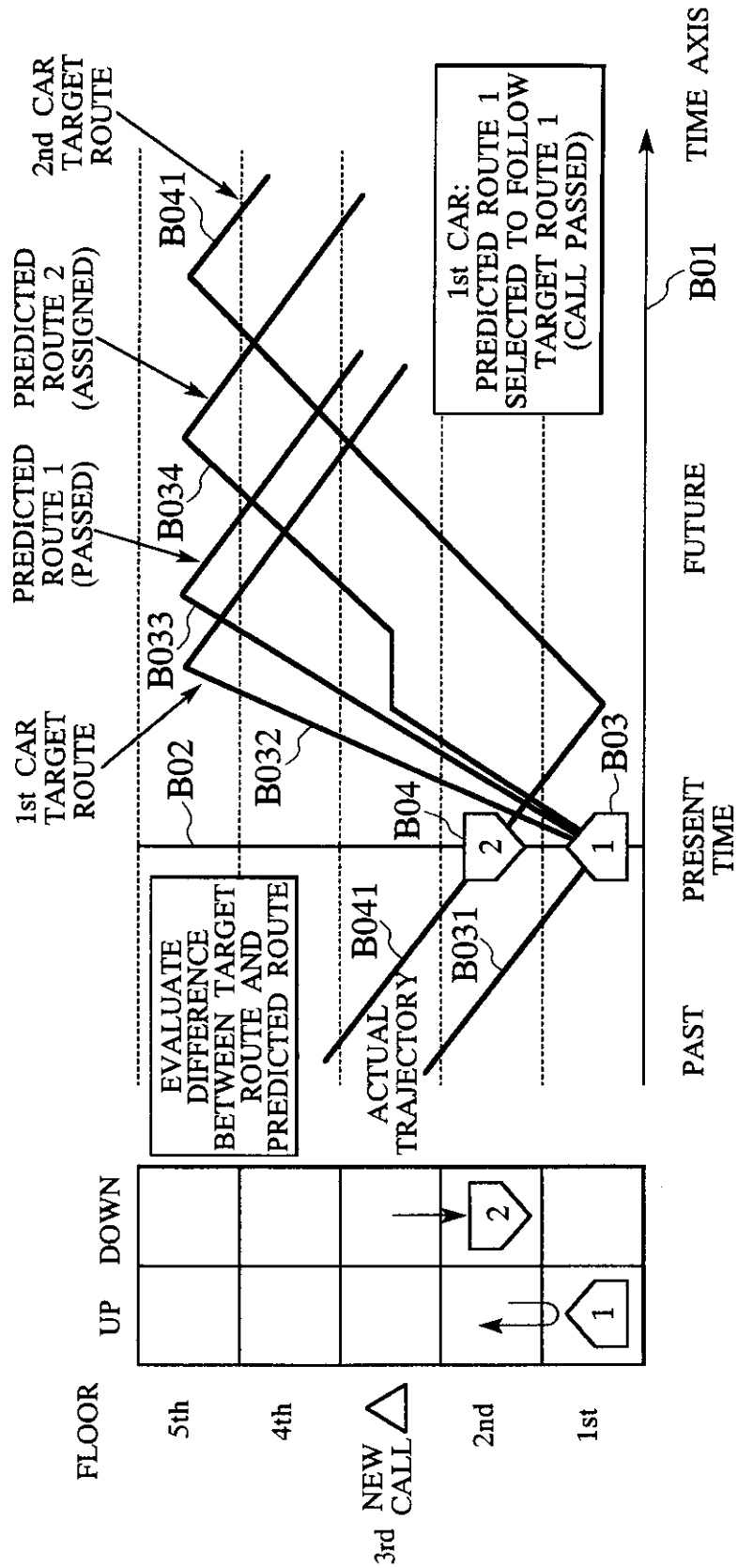


FIG.10A TARGET ROUTE CONTROL

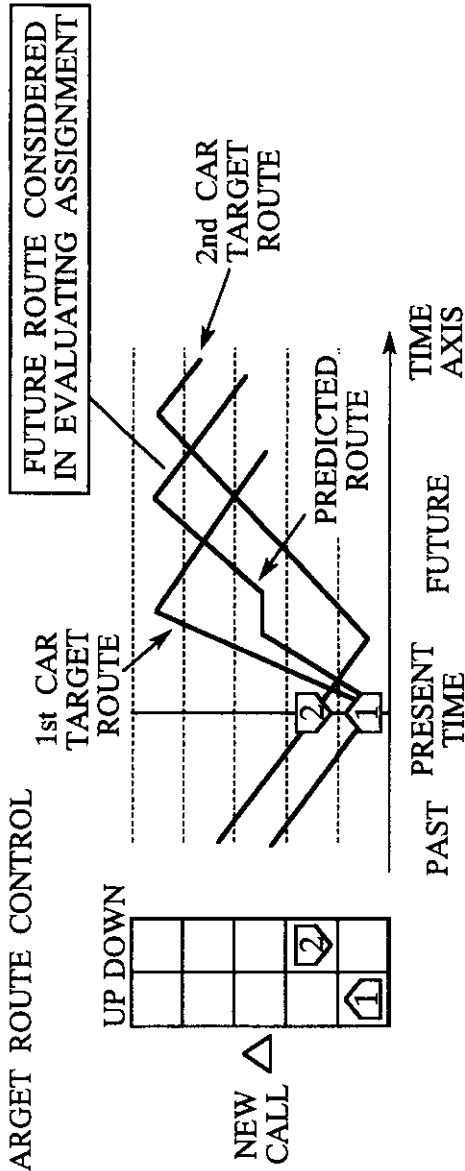


FIG.10B CONVENTIONAL CONTROL

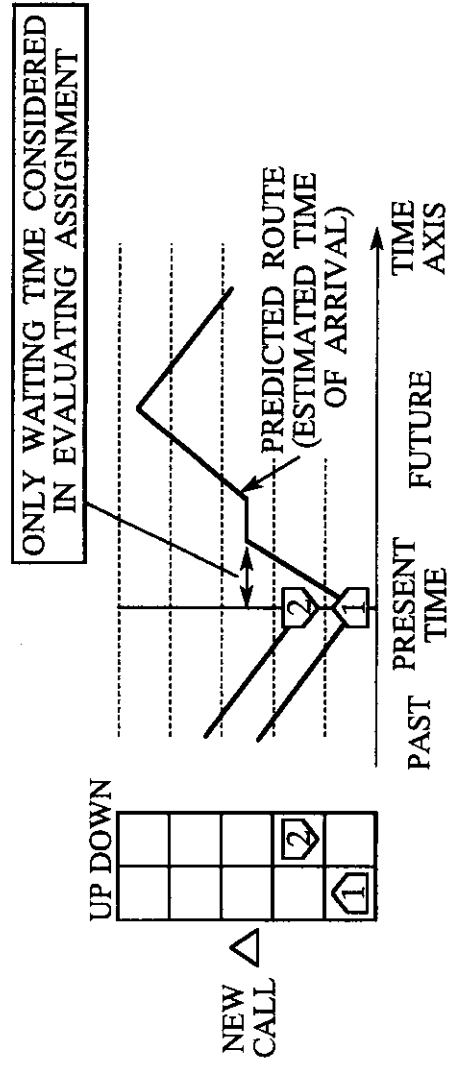


FIG.11A TARGET ROUTE PROFILES BEFORE ADJUSTED

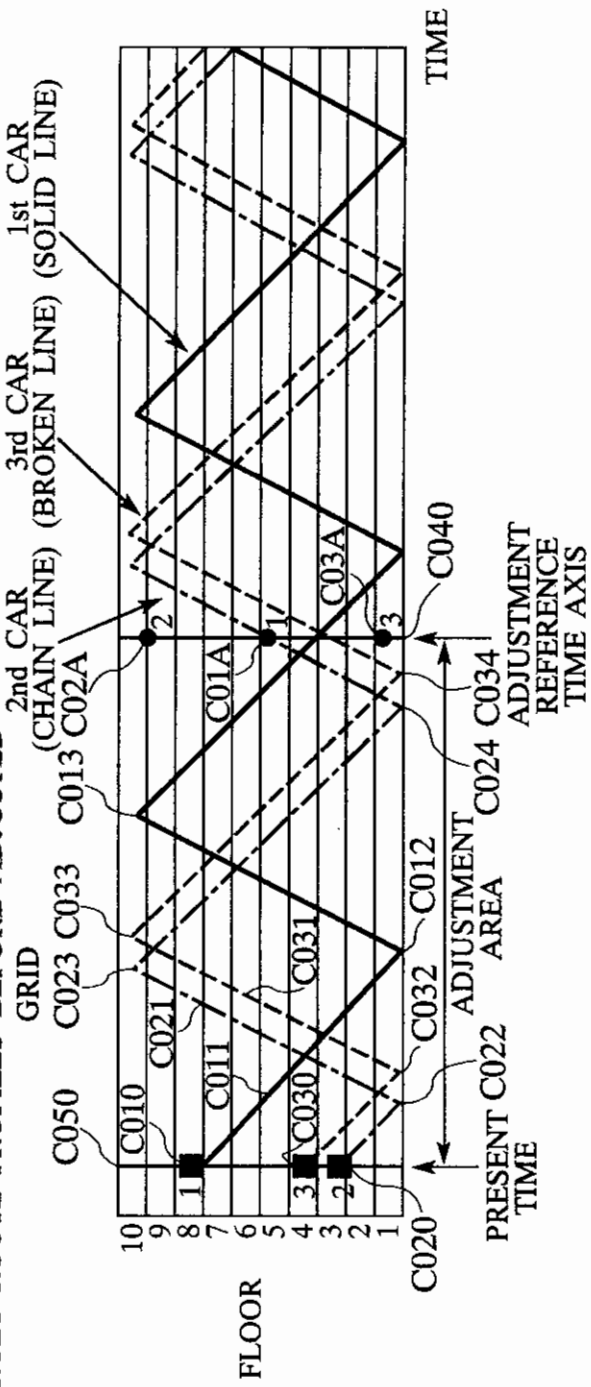


FIG.11B TARGET ROUTE PROFILES AFTER ADJUSTED

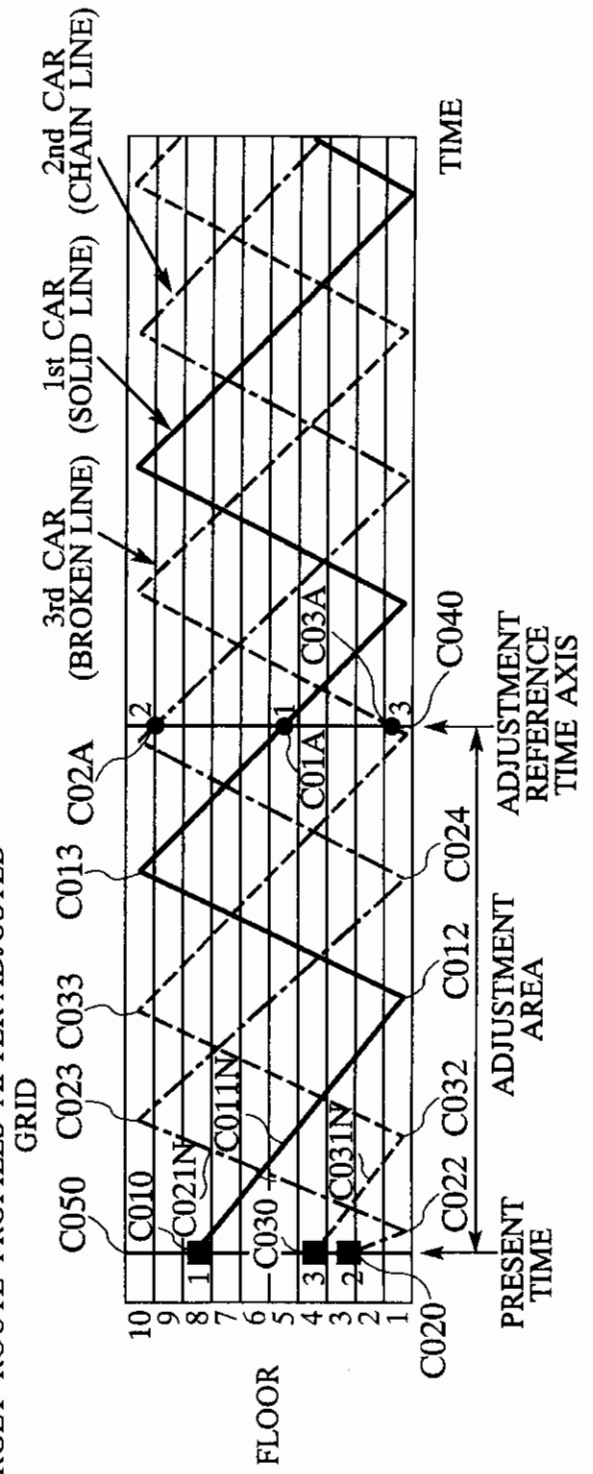


FIG.12

CONCEPT OF ADJUSTMENT AREA FOR TARGET ROUTE

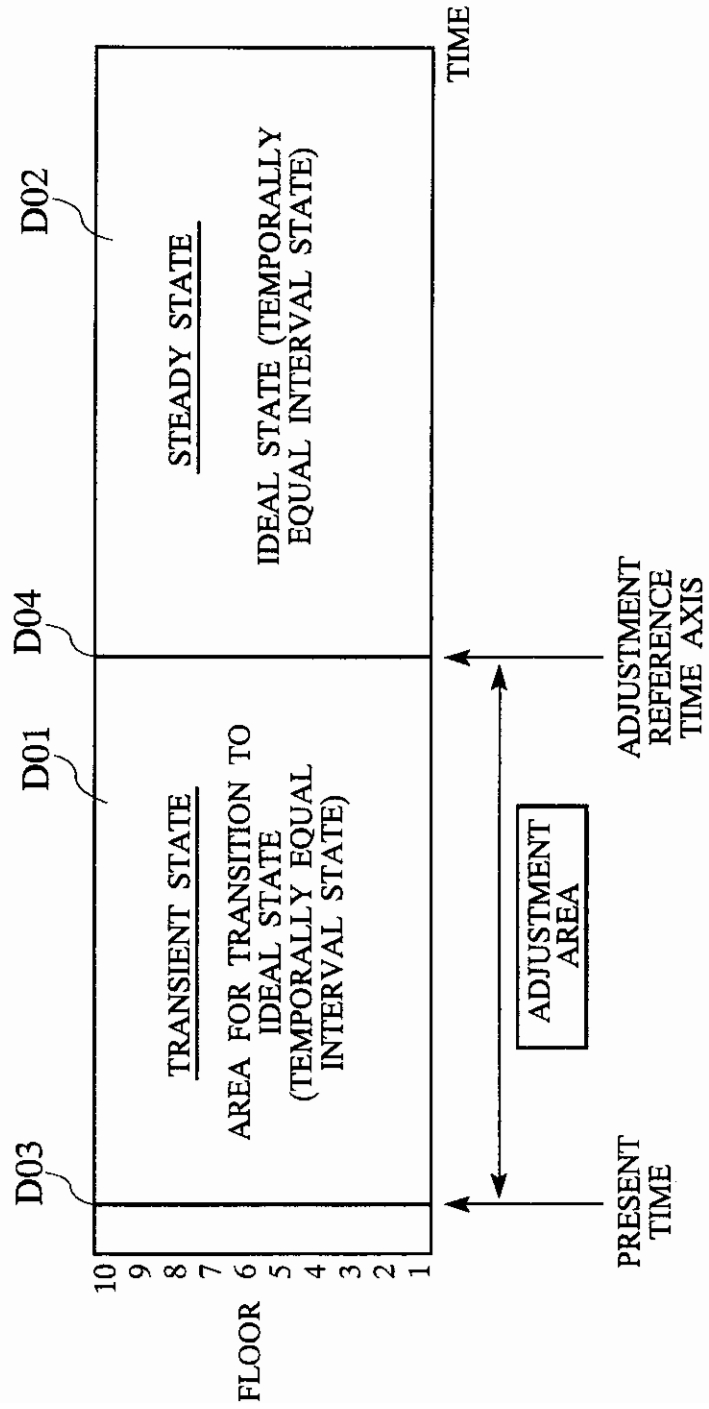


FIG.13

CONCEPT OF ADJUSTMENT AREA-USED
TARGET ROUTE CONTROL

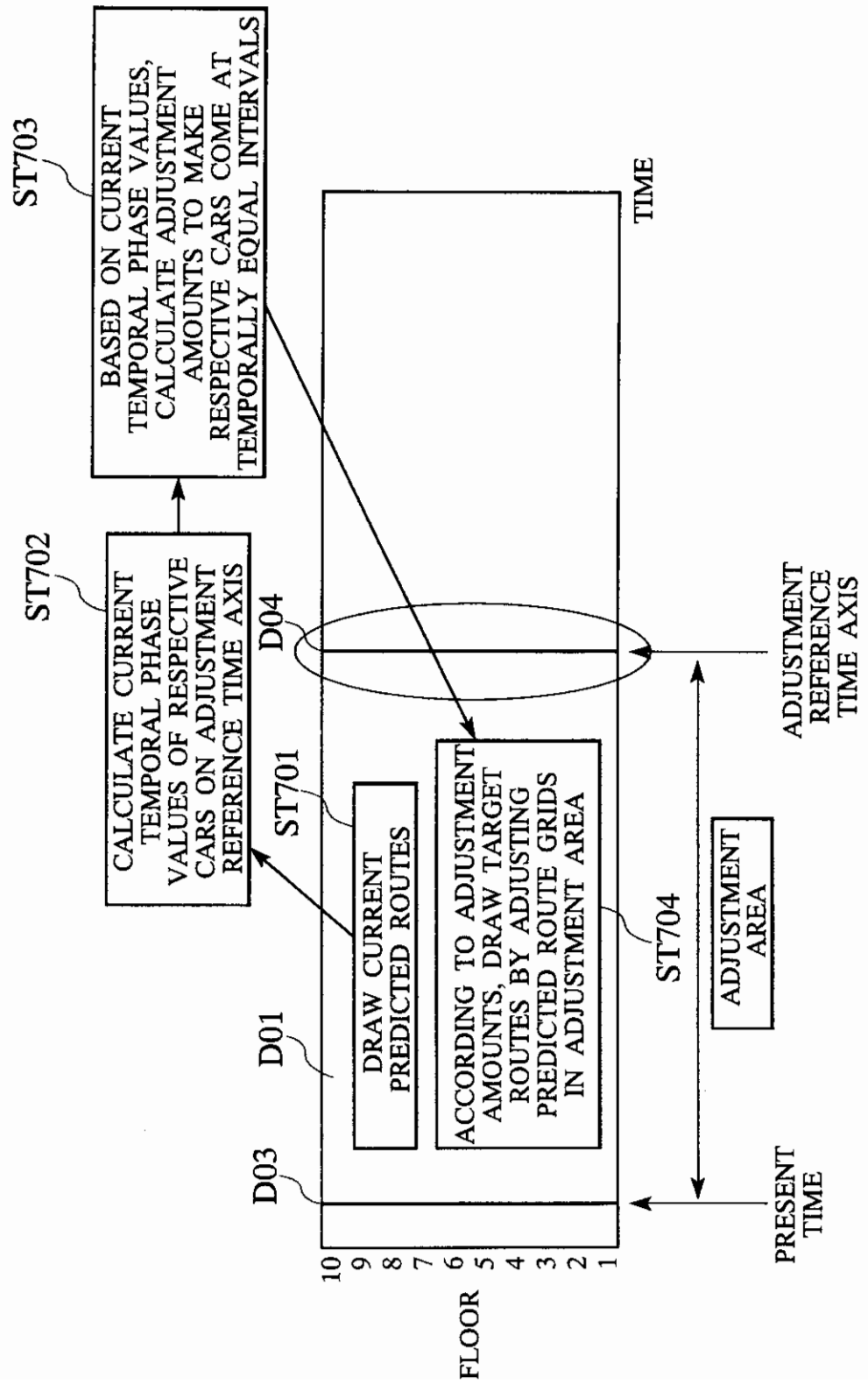


FIG.14A

TARGET ROUTE PROFILE BEFORE ADJUSTED (2nd CAR)

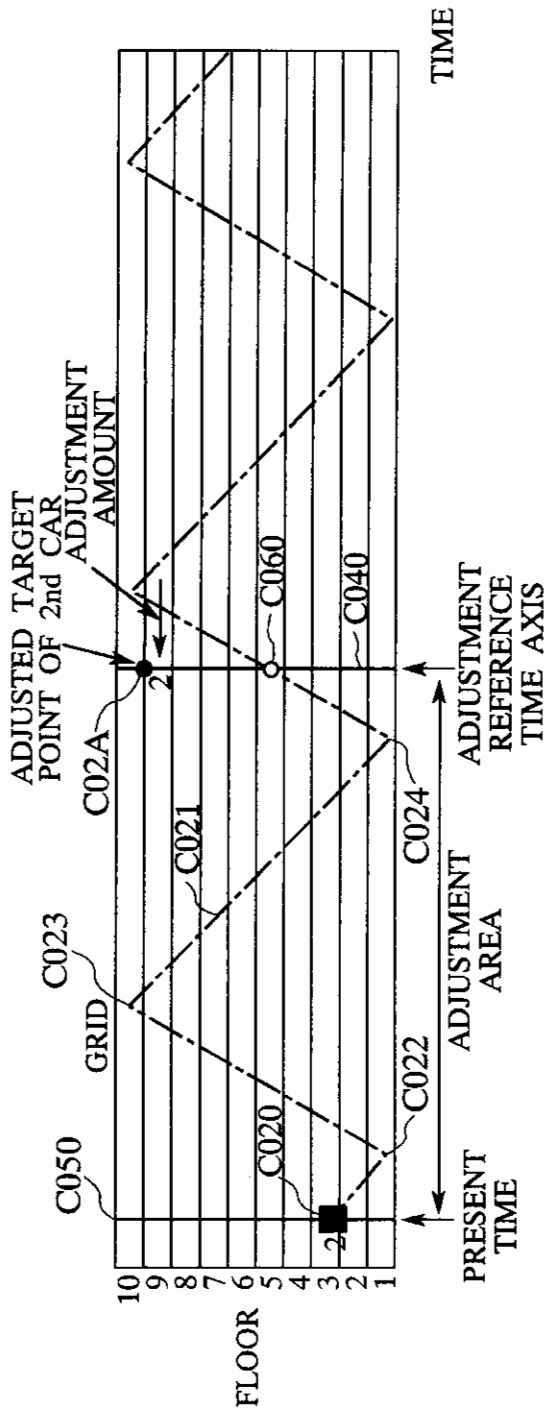


FIG.14B

TARGET ROUTE PROFILE AFTER ADJUSTED (2nd CAR)

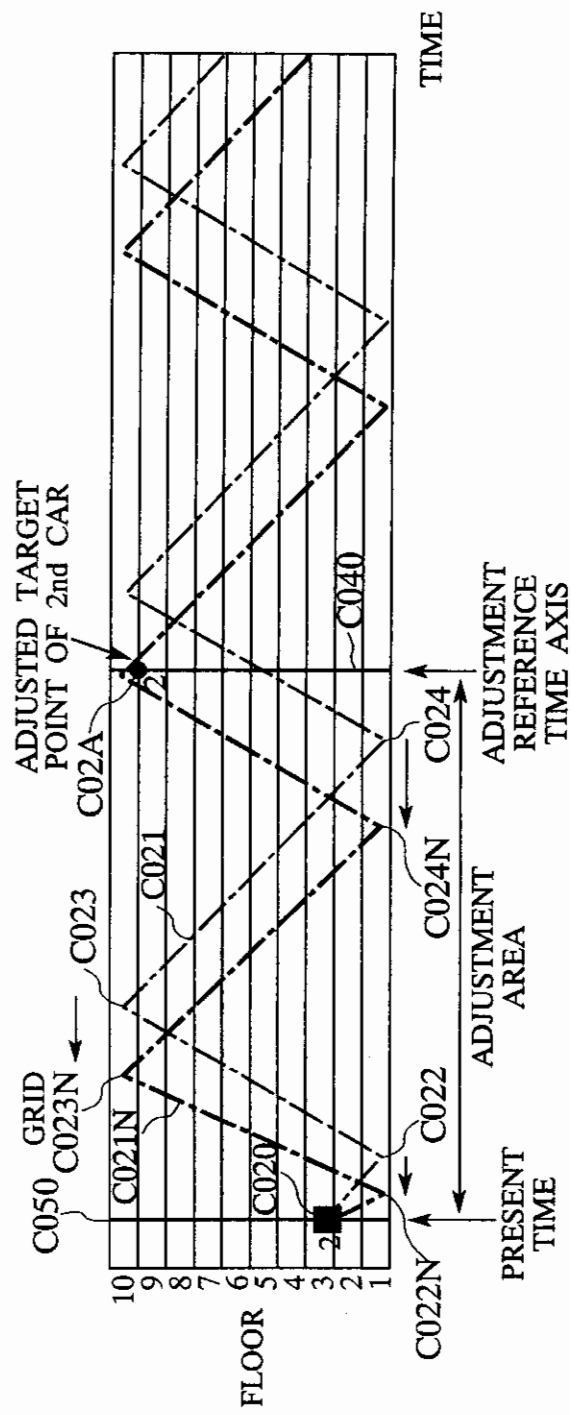


FIG.15

DEFINITION OF TEMPORAL PHASE VALUE tp

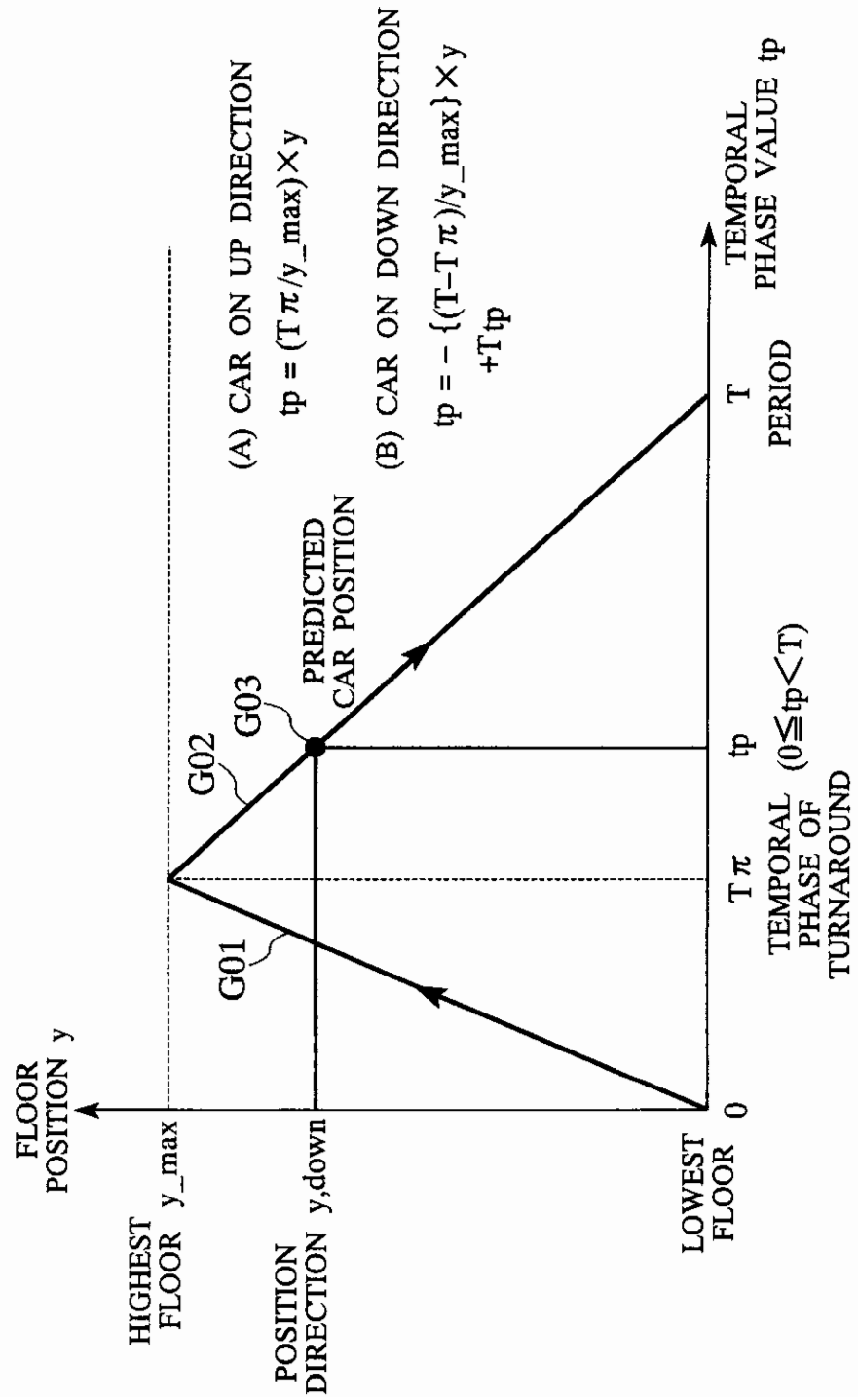


FIG.16A TARGET ROUTE PROFILES BEFORE ADJUSTED

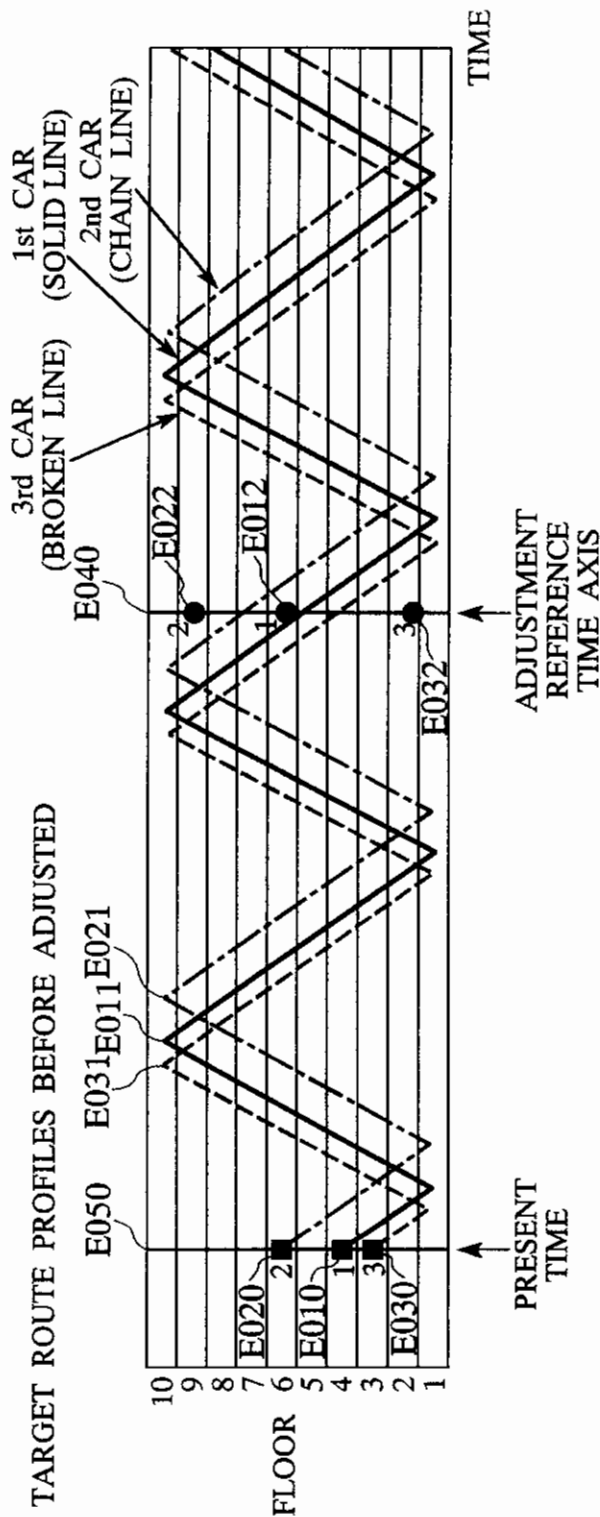


FIG.16B TARGET ROUTE PROFILES AFTER ADJUSTED (DETERMINED TARGET ROUTES)

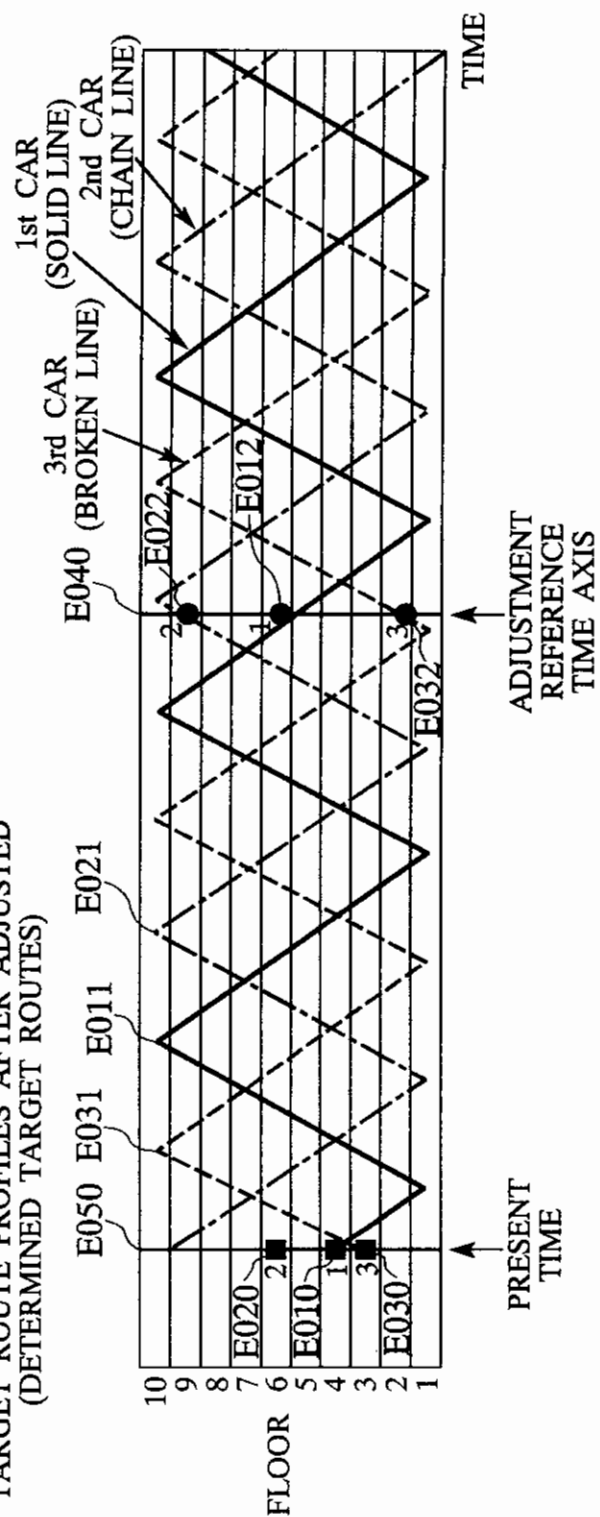


FIG.17A

FEW ASSIGNMENTS (STOPS)

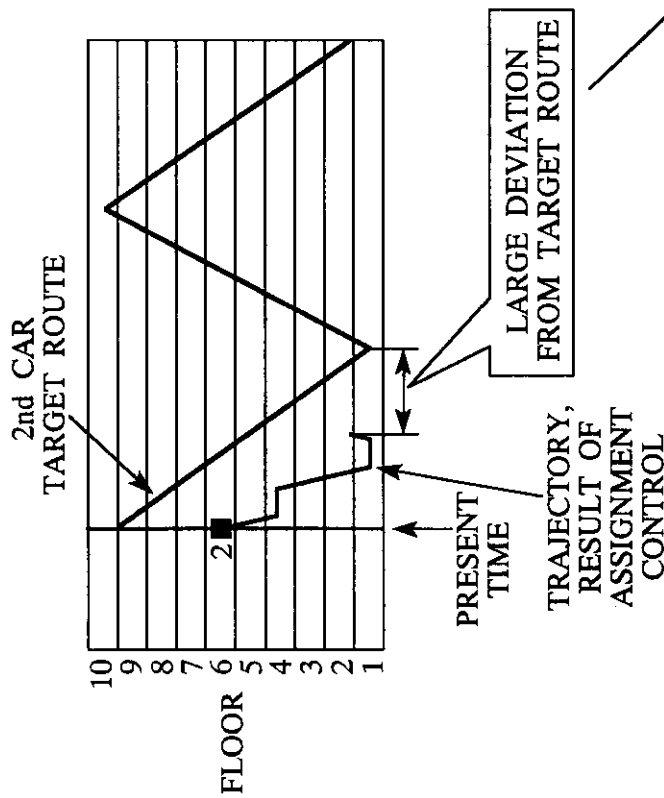
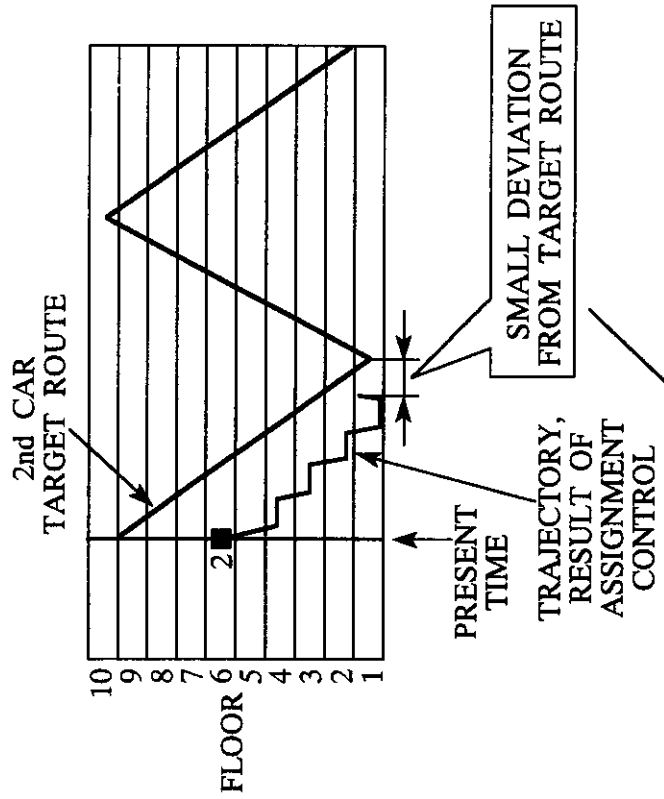


FIG.17B

MANY ASSIGNMENTS (STOPS)



TARGET ROUTE CONTROL DETERMINES ASSIGNMENT SO AS TO DECREASE THE ASSIGNMENT.

THEREFORE, MANY CALLS ARE ASSIGNED TO THE SECOND CAR AS SHOWN IN FIG.17B CONSEQUENTLY, THE ACTUAL ROUTE COMES CLOSER TO THE TARGET ROUTE.

METHOD OF CALCULATING INTER-ROUTE DISTANCE
BETWEEN TARGET ROUTE AND PREDICTED ROUTE

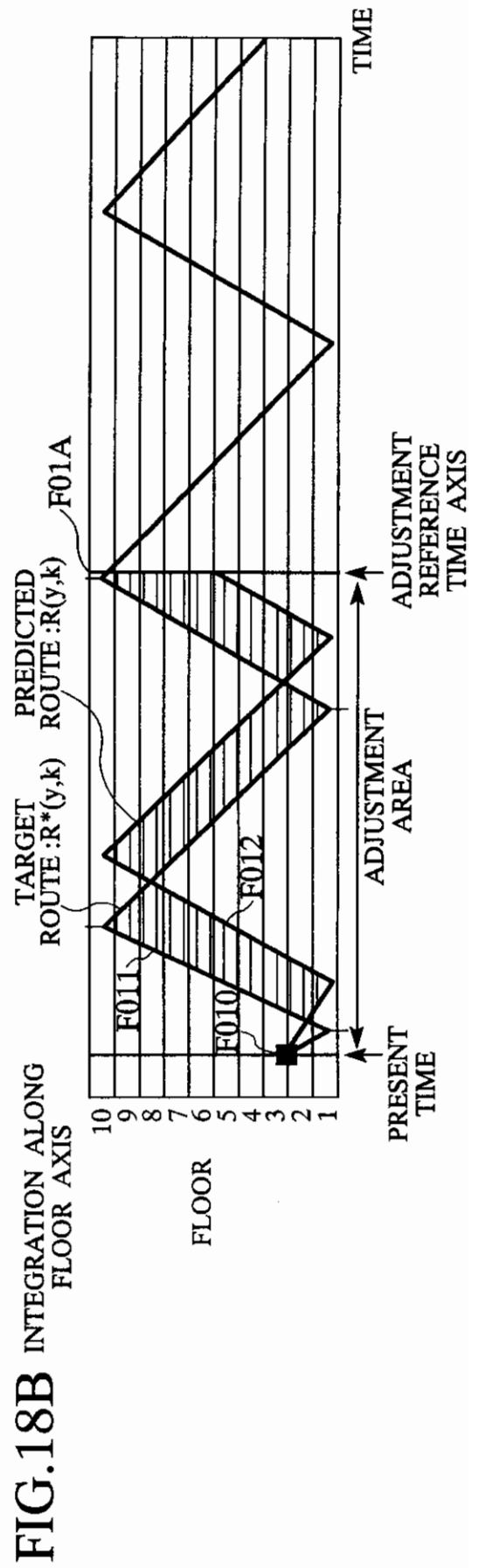
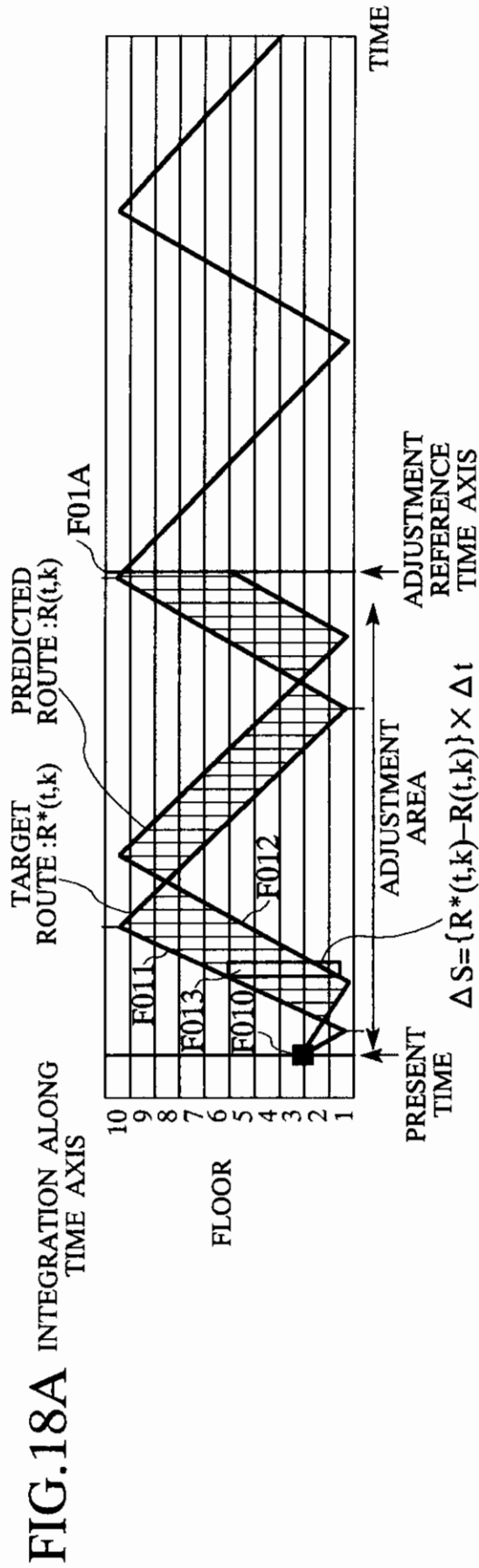


FIG.19

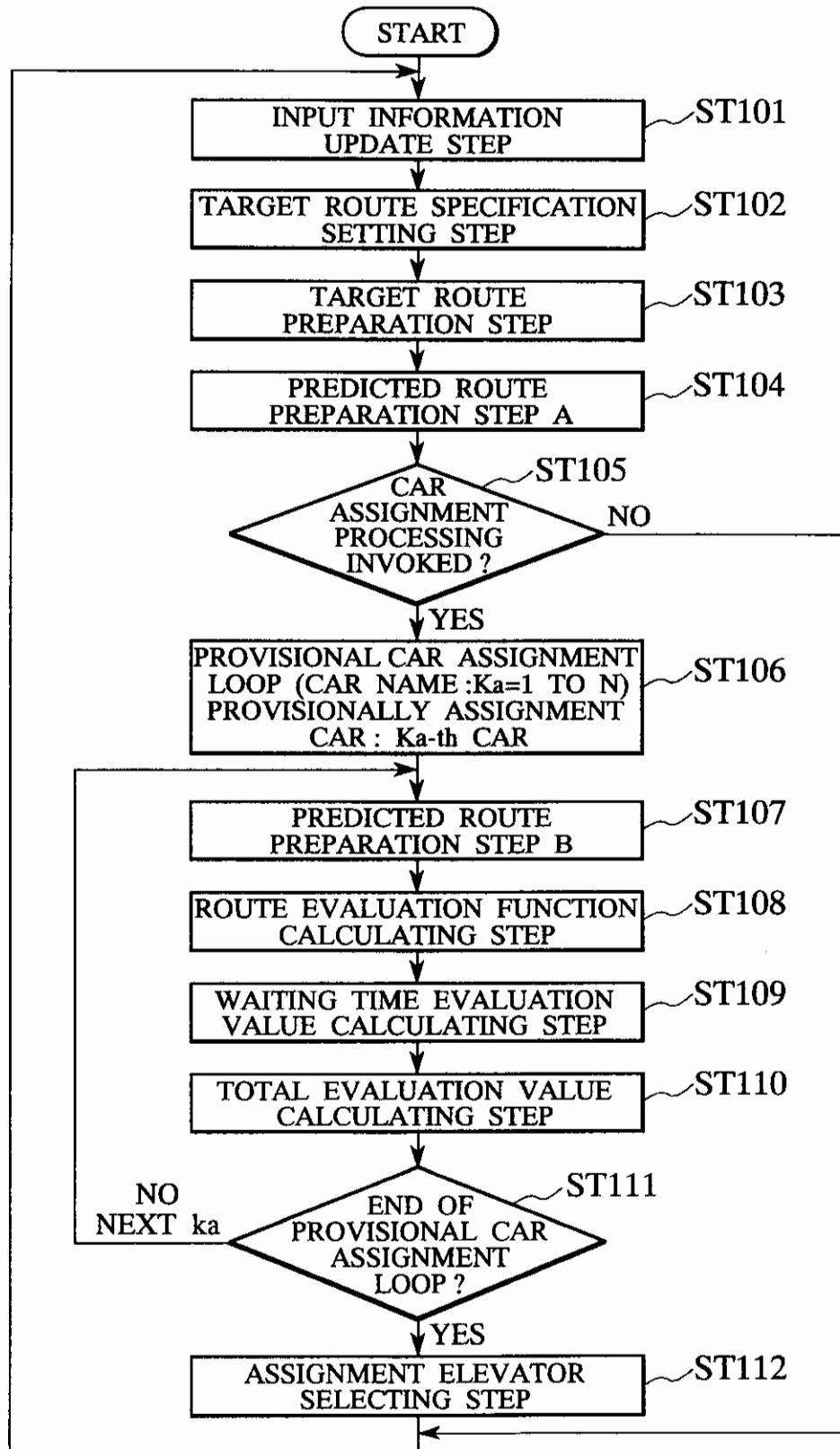
GENERAL FLOWCHART OF
CONTROL PROCESSING

FIG.20

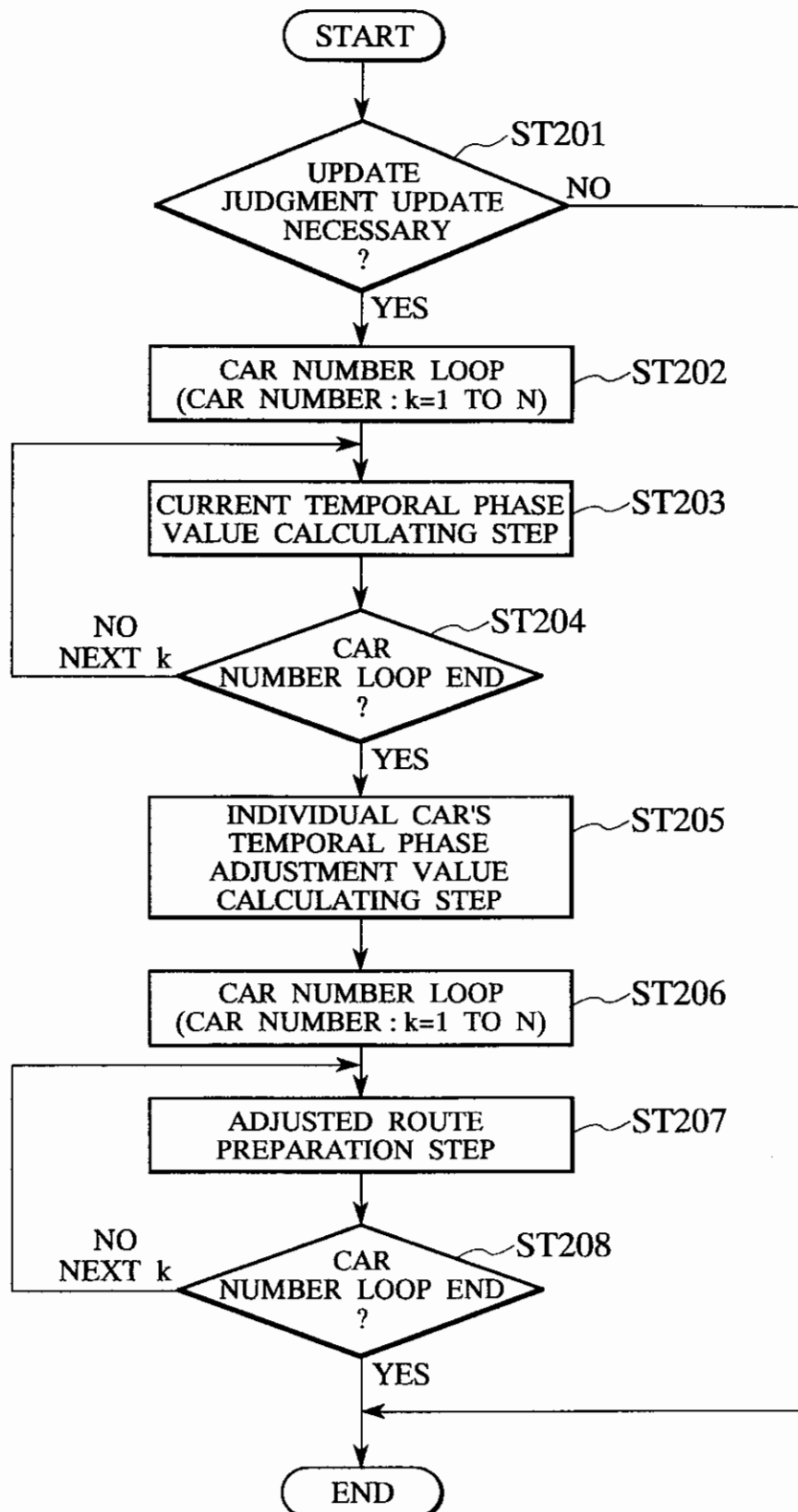


FIG.21

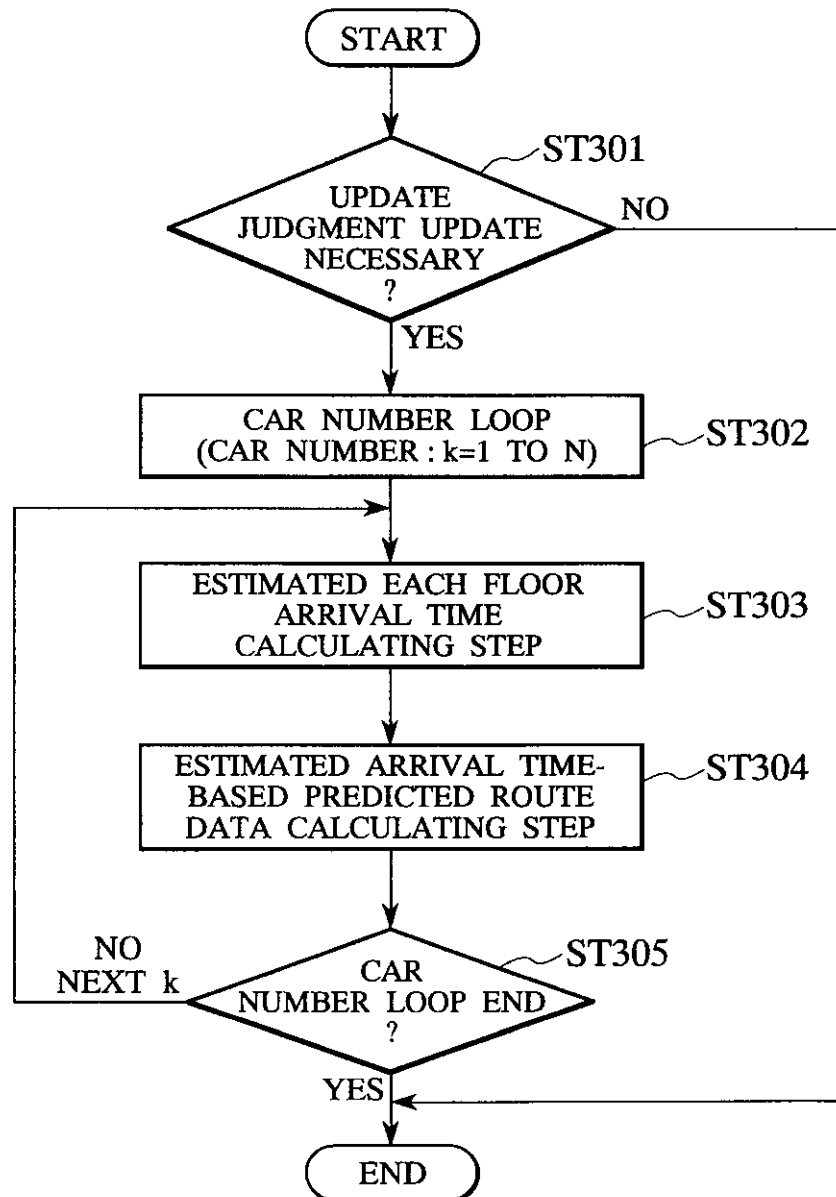


FIG.22

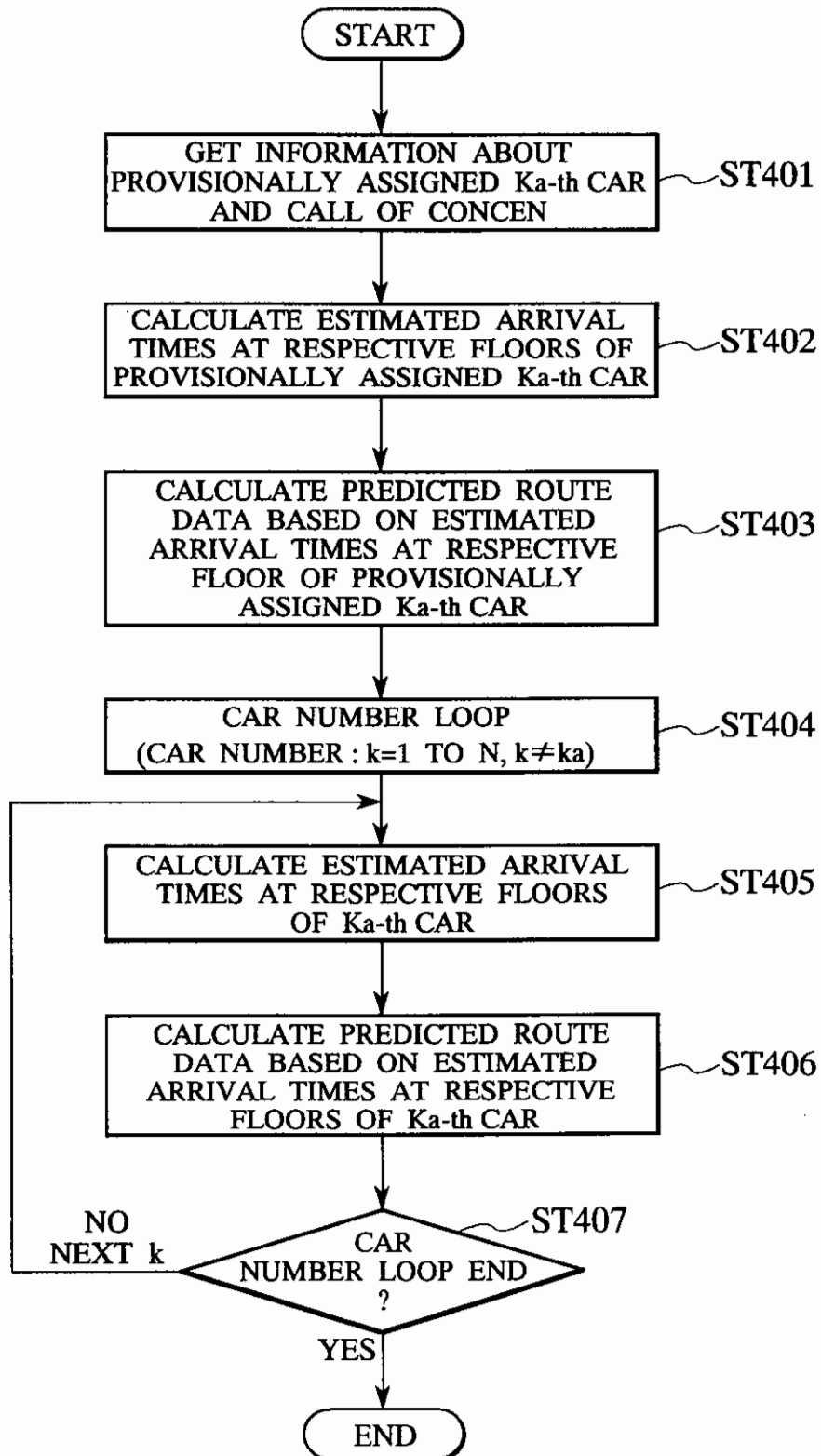


FIG.23

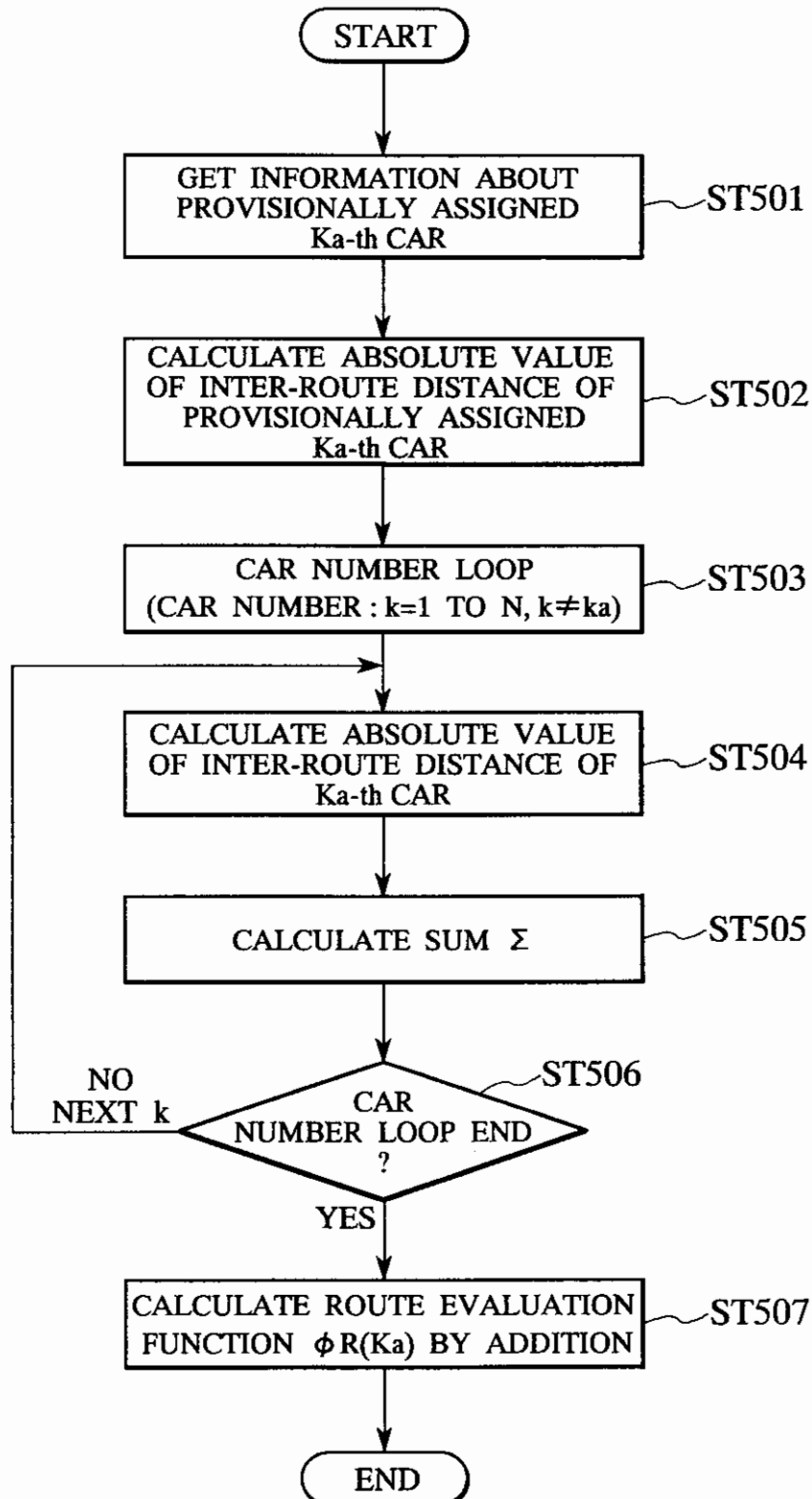


FIG.24

