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Norfolk Southern

November 7-13, 2020

FREIGHT RAILROAD TERMINAL CLOCK OPTIMIZER

2020 INFORMS Annual Meeting



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01

BACKGROUND



PRECISION SCHEDULED RAILROADING AT NORFOLK SOUTHERN

- Shift from implementation to "continuous improvement" phase
- Development of a tool for continuous improvement of:
 - Reduce dwell time
 - Increase car velocity
- Business requirements:
 - Ability to improve an existing plan or a plan that is under development
 - Tight integration with existing planning tools such as Operating Plan Developer (OPD)
 - Automated data transfer for loading and promoting
 - Norfolk Southern's Network Planning & Optimization (NPO) department can run multiple iterations per day if needed

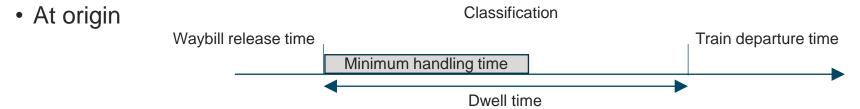
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TERMINAL CLOCK OPTIMIZER

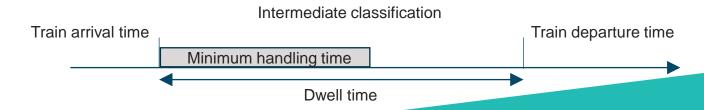


TERMINAL CLOCK OPTIMIZER (TCO)

- Objective: Reduce car dwell time and optimize terminal clock imbalance
 - Car dwell times considered:



Intermediate classification





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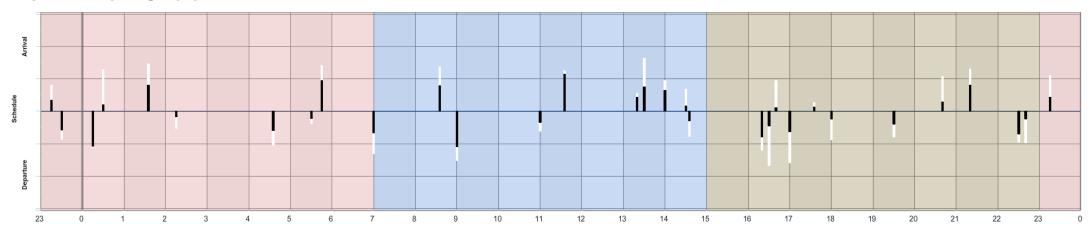
YARD CLOCK SCHEDULE OPTIMIZATION

 Train Connection Train B Current connection time min. handl. time Location A Maximum reduction of connection time Train A Time

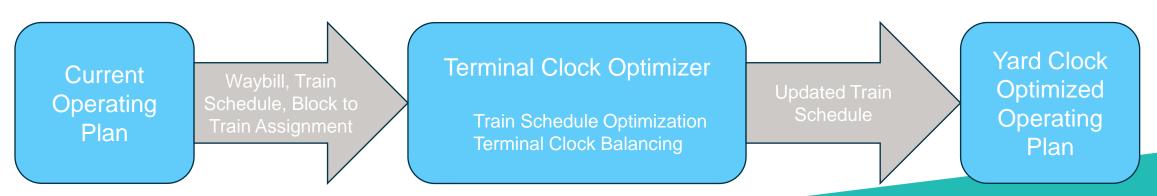


TERMINAL CLOCK OPTIMIZER (TCO)

Terminal Clock



Data Flow:



TERMINAL CLOCK SCHEDULE OPTIMIZATION

Algorithm flow

Initial Trip Plan

 Run NS algorithmic blocking and classification (ABC) car routing algorithm

Evaluation

• KPI based yard and train selection for schedule change

Schedule Change

- Shift connecting trains schedules
- Schedule changes are constraint by
 - minimum handling time
 - terminal clock imbalance

Evaluation

 Rerun NS algorithmic blocking and classification (ABC) car routing algorithm Repeat yard selection process until stopping criteria is reached



TERMINAL CLOCK BALANCING

Trains are shifted if the number of events exceed a set capacity in a terminal clock bucket

- Event-based capacity constraints
- Bucket size derived from current operating plan or provided by user
- Bi-directional shift



03

SUMMARY AND FUTURE PLAN

SUMMARY AND FUTURE PLAN

- Showcased how the Terminal Clock Optimizer is used for network studies at Norfolk Southern
- Continue enhancement of model by incorporating
 - minimum time gap constraint between same train event types
 - train frequency optimization

ACKNOWLEDGEMENTS

TCO Team:

- Peiheng Li
- Behzad Zahiri
- Maulik Dave

Development Supporting Team:

- Clark Cheng
- Edward Lin
- Co-ops

