

Errata & Updates

INFORMS RAS · 2020 Problem-Solving Competition

Dated: May 25, 2020

Errata:

- **There is a variable [in the Toy Problem dataset] called “RPTG_STN_FLG” (i.e., Reporting Station Flag), where Y is given if the station is in the list of important stations, and N otherwise. In the dataset, this column is missing. What makes it different if it’s an important station?**
 - Mr. Jha noted that only important stations will be given in the network diagrams, including the diagram to be provided in the validation dataset.
 - Mr. Baillargeon added that the definition should’ve been removed from the list and was simply an overlooked error in the Toy Problem dataset. As such, it should be ignored as only important stations will be included, as Mr. Jha noted.
- **On the network diagram in the Toy Problem dataset, the track speed is listed as 50 MPH at Station A, but it appears that the segment between Stations A and B have different speeds listed. So, what does the 50 MPH represent in this diagram?**
 - Mr. Baillargeon noted that should be considered as an erratum as the 50-MPH speed limit refers to the speed west of Station A, which is not modeled in this network. As such, it should be ignored and a corrected version of the Toy Problem dataset will be uploaded along with a summary of errata for those still using the previous version.

Other Updates:

N/A

Action Items:

- In response to a request made during the webinar, the Problem-Solving Committee will provide information that elaborates on the siding and spur rules via the website so participants can properly model it.
 - Status: **COMPLETED**
 - **As noted in Webinar #3, only one train can occupy the length of a siding or spur between the switches. In the case of yards, one train can occupy each of the tracks (once again, the length between switches) making up the yard as if each track were its own siding.**
 - **The orientation of the switch at any given point in time should be ignored for this problem; participants should assume the switch will be aligned accordingly to the train movement being made.**
 - **A time penalty will be assigned to each train using a siding, spur, or wye, which is address below in the next Action Item.**
 - **As long as access it available in the direction of travel, any train can utilize a siding, spur, or wye as long as it is unoccupied at the time of arrival.**

- In response to a request made during the webinar, the Problem-Solving Committee will provide information that elaborates on the time penalty for utilizing a siding or wye during a train's journey so it can be properly modeled.
 - Status: **COMPLETED**
 - **Any train occupying a siding, wye, or industrial spur will be charged a time penalty equivalent to 15 minutes, which accounts for the associated time dispensed entering a siding, waiting for the end of the train to pass, receiving permission to proceed from the dispatcher, and exiting the siding at a speed slower than that of the mainline.**