# Minutes of Monthly Webinar No. 6:
## *INFORMS RAS · 2020 Problem-Solving Competition*
July 1, 2020 · 9:00 AM EDT

## RAS Attendance:
Krishna Jha (Host / Problem Owner) · Jay Baillargeon (Problem-Solving Competition Chair)

## Agenda:
- Welcome & Important Reminders
- Open Forum for Participants' Q&A
- Adjourn (Next Monthly Webinar: **Friday, July 3, 2020**)

## Conference Call / Zoom Webinar:
- Jay Baillargeon and Krishna Jha welcomed those who attended the sixth webinar for the 2020 INFORMS RAS Problem-Solving Competition and re-iterated that the goal of the webinar is to provide an open forum to gather feedback for the problem at hand from the RAS community as well as address questions from participants.
- Mr. Baillargeon then proceeded to discuss some important reminders related to the 2020 INFORMS RAS Problem-Solving Competition:
    - Given the affect this unfortunate circumstance has had on the schedule, the Committee agreed to change the date that the Quiet Period will begin from Friday, June 26, to Friday, July 3, starting at 11:59 PM CDT.
    - If participants find additional errors in the validation dataset during the Quiet Period, please notify the committee via email (railwayapplicationssection@gmail.com) and the committee will confirm if an error indeed exists and, if so, post a revised version of both the dataset and errata information to the 2020 INFORMS RAS Problem-Solving Competition webpage.
    - In addition, one last webinar will be hosted at the usual time on Friday, July 3, before the Quiet Period begins to ensure all participants are comfortable with the validation dataset and have has a chance to have their questions addressed.
- Following his update on recent news, Mr. Baillargeon opened the forum for questions, comments, and any discussion related to the problem statement and datasets. This brought about the following questions:
    - **Should there be some headway between two trains arriving at the same station?**
        - Mr. Baillargeon noted that, as long as the station has an available siding or a yard, both trains can be stopped at the same station at the same time. Otherwise, the later train will need to stop temporarily at the previous station until it is clear.
        - Mr. Jha also noted that there will be a buffer between trains moving in the same direction as only one train can operate on a specific section of track, but it is possible for trains arriving at the station from opposite directions to be there at the same time.

- **In the data, the last train on the first day is scheduled to arrival by around 10:00 PM, and trains don't begin operating until around 6:00 AM on the second day. Is it possible to solve this problem separately for each day?**
    - Mr. Jha replied that he saw no problem in decomposing the two day and then solving the problem in parallel. In fact, he mentioned it will like be a smart way of approaching the problem.