عنوان مقاله:

Tehran metro scheduling problem management

محل انتشار:

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خلاصه مقاله:

In practice, a train-conflict resolution is decentralized around dispatchers each of whom controls a few segments in a global railway network with her rule-of-thumb to operational data. Conceptually, the global sub-optimality or infeasibility of the decentralized system is resolved by a network controller who coordinates the dispatchers and train operators at the lower layers on a real-time basis. However, such notion of a multi-layer system cannot be effectual unless the top layer is able to provide a global solution soon enough for the dynamic lower layers to adapt in a seamless manner. Unfortunately, a train-conflict resolution problem is NP-hard as formally established in this paper and an effective solution method traded off between computation time and solution quality has been lacking in literature. There is an ideal program for entry and exit trains to stations during the hours a day by Tehran subway operation company. In this paper it is tried to help with the timing model presented in the context of the issue of the collision of trains in urban rail network case study that it was Seoul, schedule for lines 1 to 4 subway to hand. To take advantage of this article and get the optimal timing table, is sufficient number of trains and the number of stations enter in the software model and then enter the ideal times dispatch trains travel from any station, between two consecutive time and reach the station trains To look at the output. in fact, the purpose of this article is that it is provided with a table of timing for rail network subway station in the case of time waiting for passengers in the intersectionary stations , as well as the duration of the traffic between the stations to improve.

کلمات کلیدی:

Management, Timing model, Minimize delay, Problem solving intersection of trains, NP-hardness

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