Propositions

attached to the thesis

New Models and Applications for Railway Timetabling

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I

In order to reduce passenger travel times, railway operators need to stop forcing trains to run in regular patterns with equally distributed headway times.

Chapter 3

II

Designing a railway schedule based on the largest OD-pairs leads to a smaller problem to solve, while loosing only little in terms of optimality.

Chapter 3

III

The fact that timetabling instances can be infeasible should be considered when designing timetabling algorithms.

Chapters 4 and 5

IV

Linear approximations are a very good and practical choice, although in general better approximations exist.

Chapter 6

V

Integrating several planning problems leads to a problem that is interesting from a theoretical point of view, but in practice is hard to solve. For the coming years, sequential scheduling is a practically more suitable solution approach.

This thesis

VI

The train brings you from a place that is not your origin, to a place that is not your destination.

VII

In order to be successful in doing research, it is important to know when a paper is finished.

VIII

A Decision Support System can only be successfully employed in practice if the end-user is actively involved in the design process of the system.

IX

The fastest way to master something is by explaining it to others.

X

Writing code 'quick and dirty' under time pressure is not a good strategy, as it can hit you back in the face at very inconvenient times.

XI

A rubber duck is one of the most useful tools for researchers.