Find the best train connection

# Task summary

Using a data set of Indian railway times, find the best connection between any two places according to different cost functions.

# The data set

The train schedule is specified in the file schedule.csv in the assignment repository [[AR].](#_bookmark4) There is also a mini-schedule.csv, which contains a smaller, more managable subset of sched- ule.csv. The schedule data is a modified variant of a data set from Kaggle [[IR](#_bookmark6)T]. It is stored as a CSV file with 12 columns, but only the following columns are relevant for us:

* **Train No.**: an identifier for the train.
* **islno**: what stop of the train is described (e.g. the fifth stop).
* **station Code**: an identifier for the train station.
* **Arrival time**: the arrival time at that stop.
* **Departure time**: the departure time at that stop.
* **Distance**: the total distance travelled until that stop (i.e. since the stop where islno is 1).

For example, let us take a look at the following two entries:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Train No. | islno | station Code | Arrival time | Departure time | Distance |
| 04407 | 10 | GD | 23:30:00 | 23:35:00 | 536 |
| 04407 | 11 | LKO | 02:25:00 | 02:35:00 | 653 |

From this we learn that the 10th stop of train 04407 is Gonda Jn (GD) and that the next (11th) stop is Lucknow Nr (LKO). We can also see that the train travels 653 *−* 536 = 117 kilometers from GD to LKO, which takes 2 hours and 50 minutes. Note that the arrival time 02:25:00 must refer to the next day. In general we will always need to “add a day” if the arrival time at stop *n* is smaller than the departure time at stop *n −* 1. We will do the same for the departure time at any stop if it is smaller than the arrival time, which is relevant for some of the cost functions.

**Changing trains** When changing trains, you have to make sure that there is enough time. For example, let us assume you want to change from train 14369 to train 84369 at RBL. 14369 arrives at RBL at 05:35:00 and 84369 departs at 05:40:00, which leaves 5 minutes for changing the train. For this assignment, we will assume that 10 minutes are needed to change from one train to another. If the changing time is less than that, we will assume that the train would be missed (but could of course be caught 24 hours later).

# Problems and solutions

Aside from the schedule data, you have a file problems.csv that contains the connection problems you have to solve. We also provide example problems (example-problems.csv) and solutions (example-solutions.csv), which you can use for comparison. The assignment reposi- tory [[AR]](#_bookmark4) has a script for checking your solutions for the example problems. A problem file has the following columns:

* 1. **ProblemNo**: the number of the problem.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Train No. | islno | station Code | Arrival time | Departure time | Distance |
| 56502 | 57 | SYM | 14:34:00 | 14:35:00 | 588 |
| 56502 | 58 | VLE | 14:44:00 | 14:45:00 | 596 |
| *· · ·*  57305 | 69 | VLE | 05:16:00 | 05:17:00 | 559 |
| 57305 | 70 | SAB | 05:22:00 | 05:23:00 | 562 |
| 57305 | 71 | MUK | 05:32:00 | 05:33:00 | 570 |
| 57305 | 72 | NRT | 06:00:00 | 06:02:00 | 578 |

Table 1: Relevant schedule data for connection 56502 : 57 -> 58 ; 57305 : 69 -> 72.

* 1. **FromStation**: where the connection should start.
  2. **ToStation**: where the connection should end.
  3. **Schedule**: the schedule file (schedule.csv or mini-schedule.csv).
  4. **CostFunction**: the cost function (Section [3.2).](#_bookmark3)

You may assume that FromStation is different from ToStation and that ToStation is indeed reachable from FromStation. A solution file has three columns:

1. **ProblemNo**: the number of the problem solved.
2. **Connection**: a best connection (usually not unique). The format is described in Section [3.1.](#_bookmark2)
3. **Cost**: the cost of the solution according to the cost function.

## Connection Format

The train connections have to be specified in a particular format. As an example, we will take a look at the following connection:

56502 : 57 -> 58 ; 57305 : 69 -> 72

x : y -> z means that we take train x from stop y (islno) until stop z. Semicolons separate trains taken consecutively. So, in the example, we would first take train 56502 from stop 57 to stop 58 and then continue with train 57305 on stop 69 until stop 72. This obviously requires that stop 58 of train 56502 is the same station as stop 69 of train 57305. Comparing with Table [1,](#_bookmark1) we can see that it is a valid connection from SYM to NRT, with a change at VLE.

## Cost functions

This section discusses the different cost functions, re-using the example connection

56502 : 57 -> 58 ; 57305 : 69 -> 72

and the schedule data from Table [1.](#_bookmark1)

**stops** The number of times we enter a station by train. In the example, we would enter the stations VLE, SAB, MUK, NRT (i.e. we don’t count the station we started from). The cost is thus 4.

**distance** The total distance travelled by train in kilometers. In the example, it would be

(596 *−* 588) + (578 *−* 559) = 27.

**price** The total ticket price. You can only buy the *daily train ticket*, which is valid for one train and only until midnight of the same day. For the example connection, we would buy one ticket for train 56502 and another one for 57305, which would put the total cost at 1 + 1 = 2. We would have to buy multiple tickets if we use a train for multiple days.

**arrivaltime HH:MM:SS** The time of arrival (including days) if you start at HH:MM:SS. For example, with arrivaltime 11:30:00, we would arrive at 06:00:00 on the next day when using the example connection. The arrival time should thus be specified as 01:06:00:00. But with arrivaltime 15:24:00, we would miss the train and the arrival would be one day later (02:06:00:00). Be aware that it takes time to change a train.