



Transportation Science

Publication details, including instructions for authors and subscription information:
<http://pubsonline.informs.org>

Subject Index—Articles and Letters

To cite this article:

(1971) Subject Index—Articles and Letters. *Transportation Science* 5(4):437-438. <https://doi.org/10.1287/trsc.5.4.437>

Full terms and conditions of use: <https://pubsonline.informs.org/Publications/Librarians-Portal/PubsOnLine-Terms-and-Conditions>

This article may be used only for the purposes of research, teaching, and/or private study. Commercial use or systematic downloading (by robots or other automatic processes) is prohibited without explicit Publisher approval, unless otherwise noted. For more information, contact permissions@informs.org.

The Publisher does not warrant or guarantee the article's accuracy, completeness, merchantability, fitness for a particular purpose, or non-infringement. Descriptions of, or references to, products or publications, or inclusion of an advertisement in this article, neither constitutes nor implies a guarantee, endorsement, or support of claims made of that product, publication, or service.

© 1971 INFORMS

Please scroll down for article—it is on subsequent pages



With 12,500 members from nearly 90 countries, INFORMS is the largest international association of operations research (O.R.) and analytics professionals and students. INFORMS provides unique networking and learning opportunities for individual professionals, and organizations of all types and sizes, to better understand and use O.R. and analytics tools and methods to transform strategic visions and achieve better outcomes. For more information on INFORMS, its publications, membership, or meetings visit <http://www.informs.org>

SUBJECT INDEX—ARTICLES AND LETTERS

A

- Announcements, 106-107, 222-223, 333, 430
- Book Review, 334, 431-432
- Algorithm for system- and user-optimizing flow patterns, 381-389
- Ambulance computer optimization algorithm, 193-203
- Ambulance location in semi-rural areas, 193-203
- Automobile traffic, Northeast corridor, 274-282

B

- Binary choices aggregated, 85-86
- 'Boltzmann-like' traffic theory, 314-327, 418-429
- BPR Traffic Analyzer, 405-417
- Branch-and-bound techniques, 45-47, 66-72

C

- Cargo movement evaluation 344-365
- CIC and FORTRAN for traffic observations, 159-160
- Computer-control techniques for traffic, 141-160
- Congested and uncongested transportation costs, 204-211
- Controlled ramp flow of traffic, 399-402
- Convoy delay, 337-343
- Cutting plane algorithm, 73-75
- Cycle times of a fleet, 5-8

D

- Decomposed linear program with network problems, 36-45
- Delay predictions for traffic, 141-160
- Density waves on freeways, 390-402
- Dispatching times for a public transportation system, 91-105

E

- Exogeneous Events, 337-343
- Expected waiting time of passengers at stops, 13-15

F

- Fixed schedule minimal fleet problem, 232-255
- Flow of passenger spaces, 8-9

I

- Integer or mixed integer linear programs, 45-47
- Integer programming methods, 64-78
- Integer solutions, 230-231
- Interaction effects as function of time headway, 414-417
- Inventory
 - Optimal container for two-gateway system, 328-332

M

- Mail, optimal container inventory and routing, 225-230
- Mathematical model, route fleet and service, 1-22
- Mathematical problem assigning optimal sequence of cargoes to each vessel, 64-66
- Measured dependence of queue length on lead-car speed, 48-63
- Measurement of traffic densities, 284-301
- Minimum wait schedules, 92-96
- Models
 - Airline overbooking model, 180-192
 - Ambulance driving time, 193-203
 - Assignment of traffic, 122-140
 - Capacity restrictions, 99-105
 - Elevator passenger-carrying capability, 169-180
 - Extended traffic assignment, 366-389

Fleet routing and scheduling problems, 232-255
Homogeneous highway, 418-429
Linear programming, cargo movement, 344-365
Mathematical for automobile traffic going in one direction on two-lane road, 48-63
Mathematical, route fleet and service, 1-22
Mathematical, traffic flow, 366-389
Nodal entropy in transportation network, 204-211
Merging from an acceleration lane, 161-168
Predicting future intercity travel modes, 22-23
Scheduling, LP matrix, 75-78
Time-dependent and distance, 337-343
Traffic-distribution assignment, 122-140
Traffic flow, 390-402
Traffic merging, 161-168
Utility for travel forecasting, 79-85
Variability in round-trip time of an elevator, 169-179
Multiple tanker scheduling-problem, 36-47

N

Networks, Optimal center location problem solution, 213-221
Nondemographic factor modal split model, 22-34
Northeast Corridor transportation, 256-282
Numerical method for determining mean speed, 423-429

O

On-line estimation of flow and speed data, 283-301
Optimal center location in simple networks, 213-221
Optimal container inventory and routing of mail, 225-230
Optimizing Traffic patterns, 369-389
Optimum extension computations for traffic, 151-160

P

Programming
Design criterion for elevator installations, 110-121
Dynamic, 180-192
Dynamic formulation, 110-120
Elevator installations, 109-121
Linear assignment model for traffic distribution, 122-140
Optimal elevator banking, 109-121
Public transportation routes, 1-22

Q

Queuing model for car passing, 48-63

R

Range of feasible route fleets, 4-5
Revised model, business travel from Washington, D.C. to New York and Philadelphia, 22-34

S

Section Officers (1970-71), 108, 224, 336, 434
Short-haul business travel, 28-34
Society and Section Meetings, 107, 223, 335, 433
Steady-state speed distribution, 314-327

T

Three-dimensional representation of traffic, 302-313
Traffic-critical-intersection control, 141-160
Traffic flow, concentration and speed, 308-313
Transportation systems for routing fleets, 232-255
Two-vessel, two-cargo problem, 65-73

U

Unidirectional multilane freeways, 390-402

V

Various impacts, transportation system technologies, 256-281
Vehicle interaction criteria, 403-417
V/STOL marketing problem, 23-28