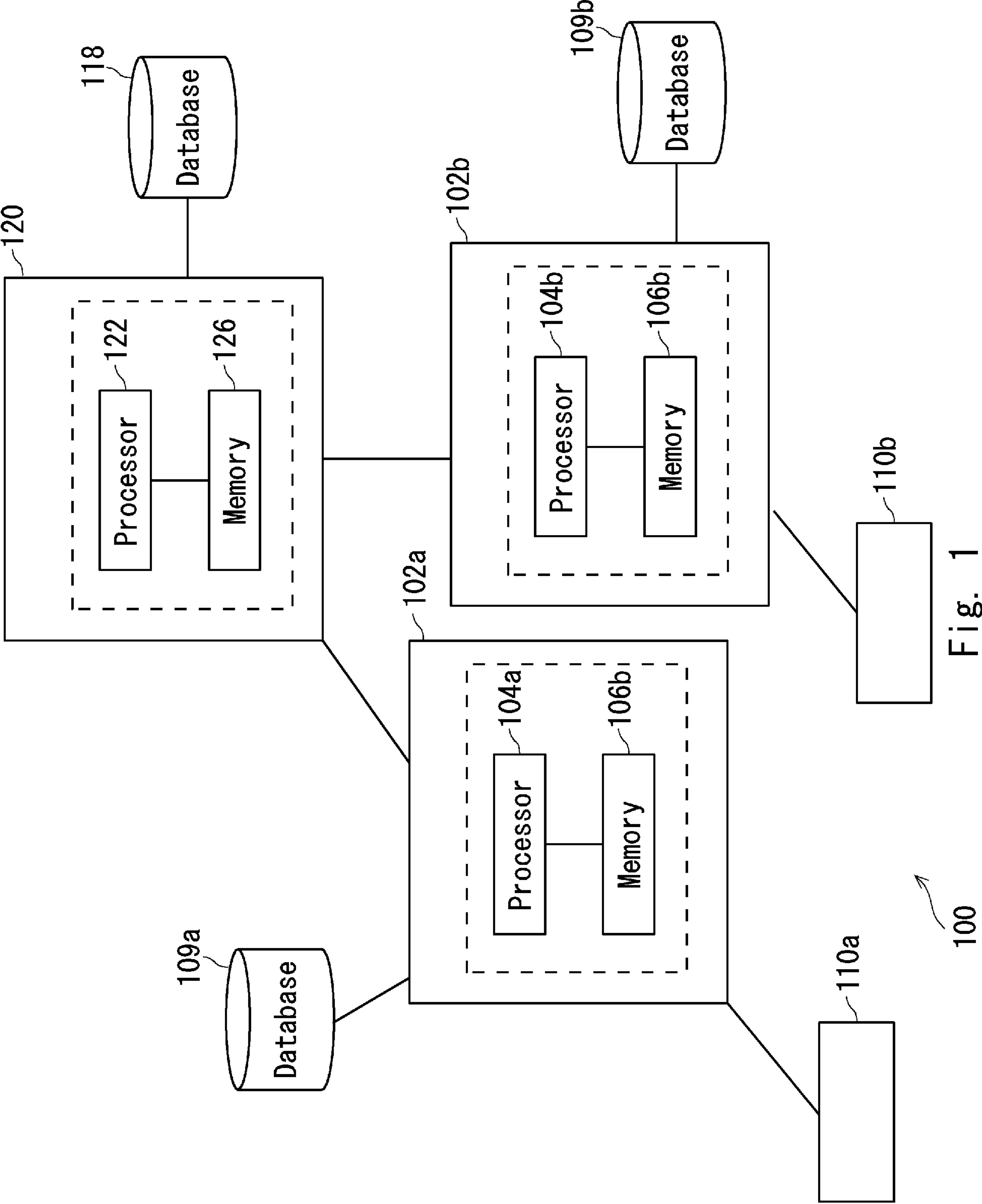
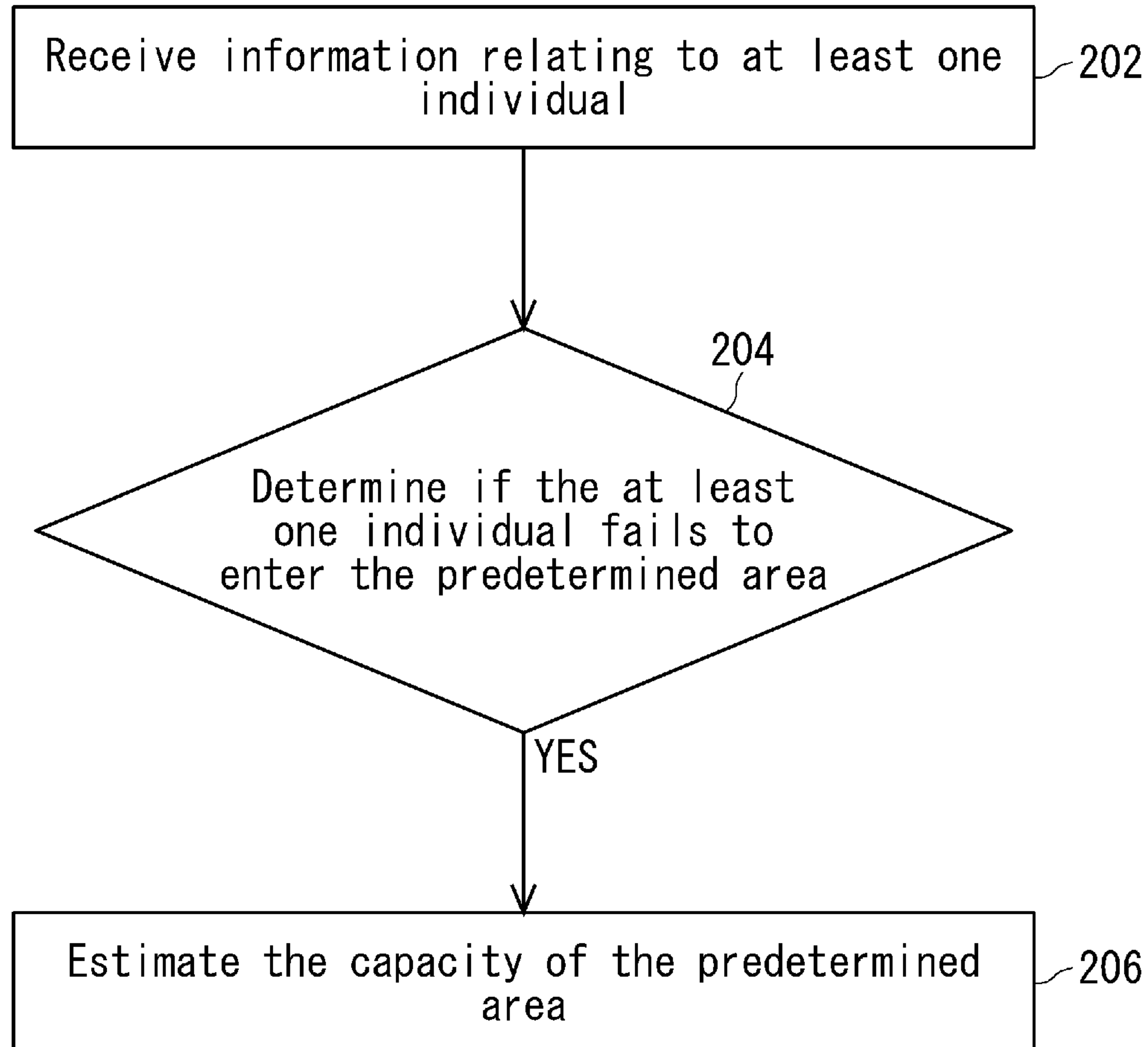


[Fig. 1]



[Fig. 2]



200

Fig. 2

[Fig. 3A]

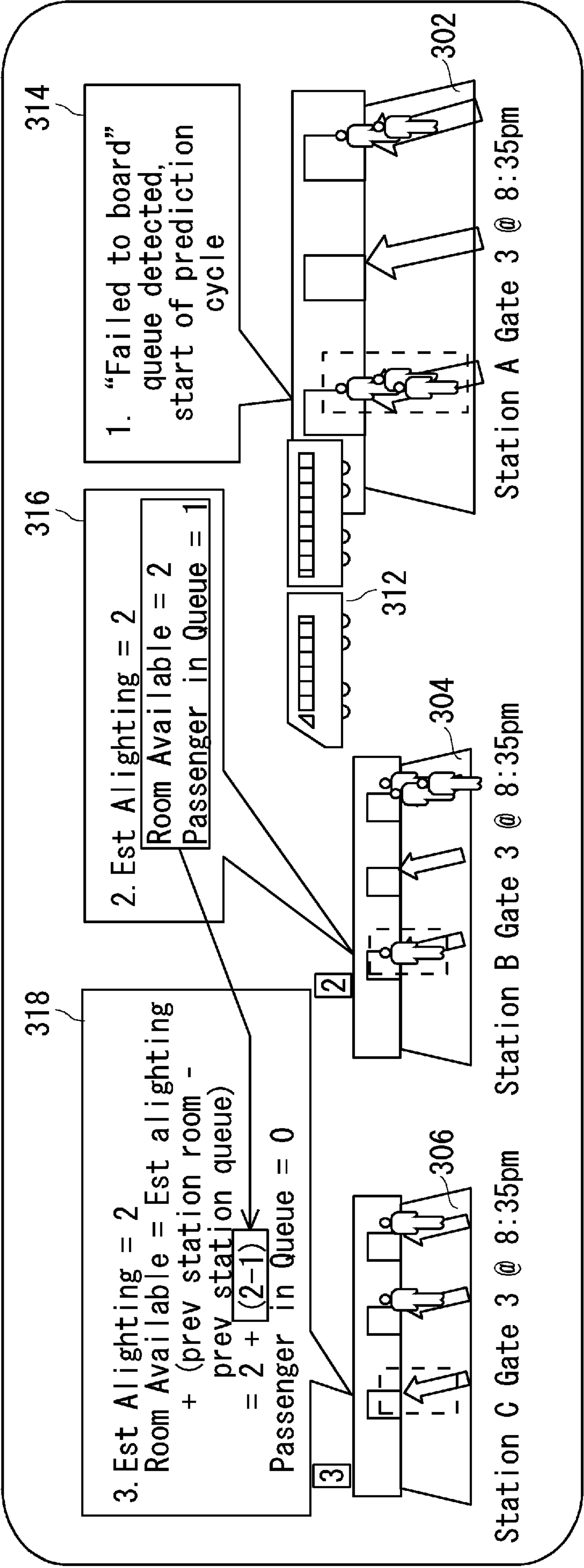


Fig. 3A

[Fig. 3B]

Case 1 : Estimation updated as new prediction cycle start at Station B

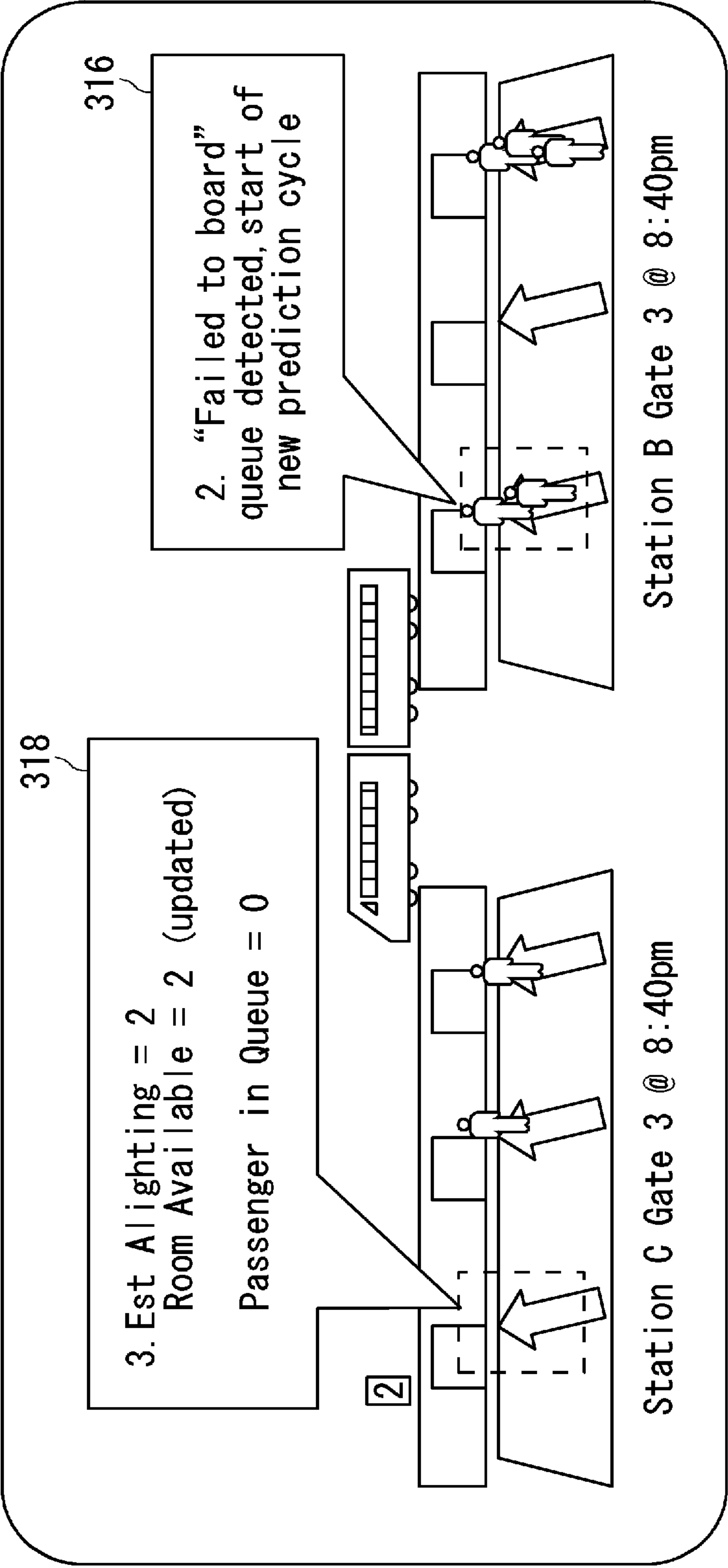


Fig. 3B

[Fig. 3C]

Case 2 : Estimation remained as no new prediction cycle

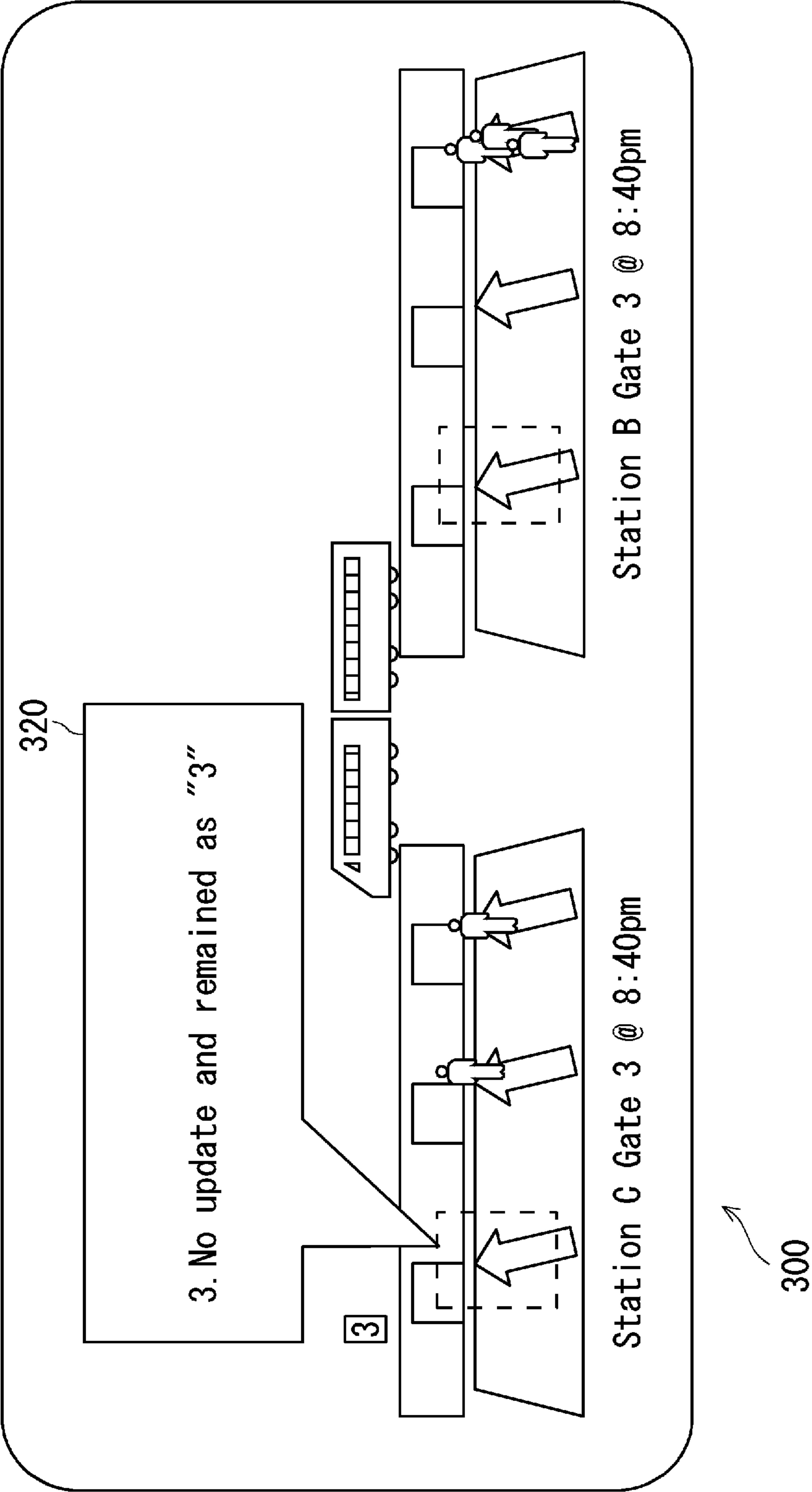
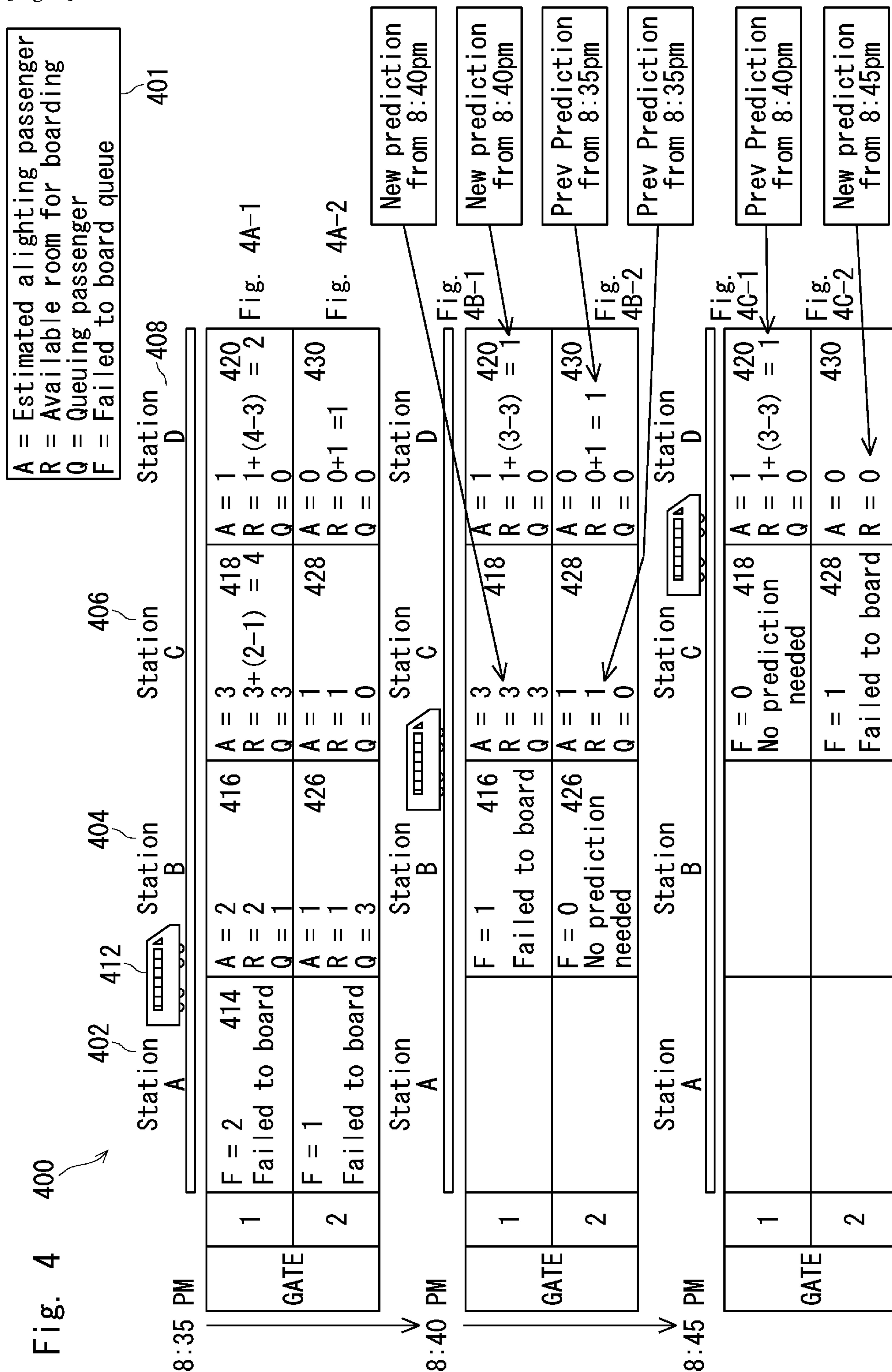


Fig. 3C

[Fig. 4]



[Fig. 5]

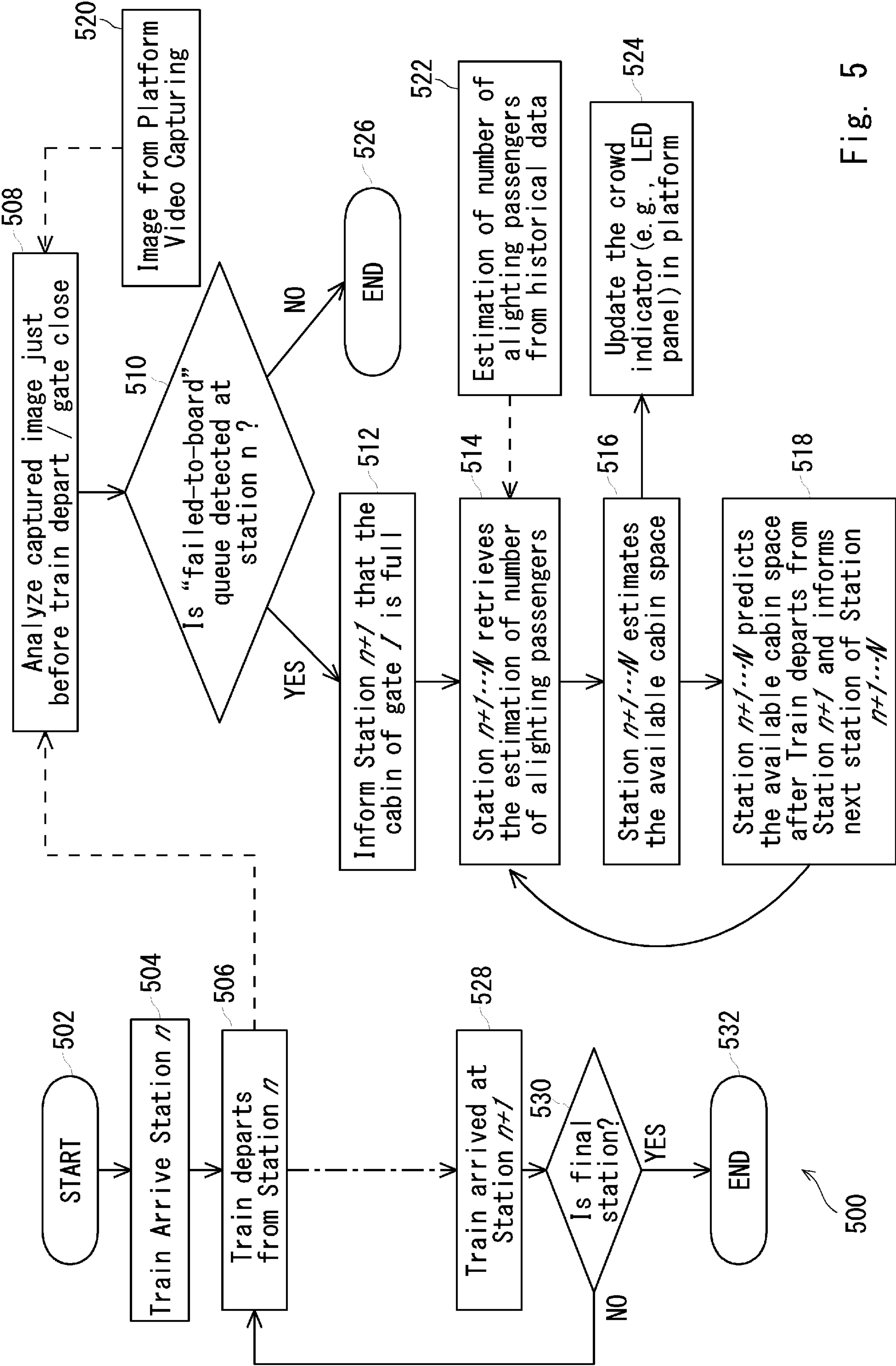


Fig. 5

[Fig. 6]

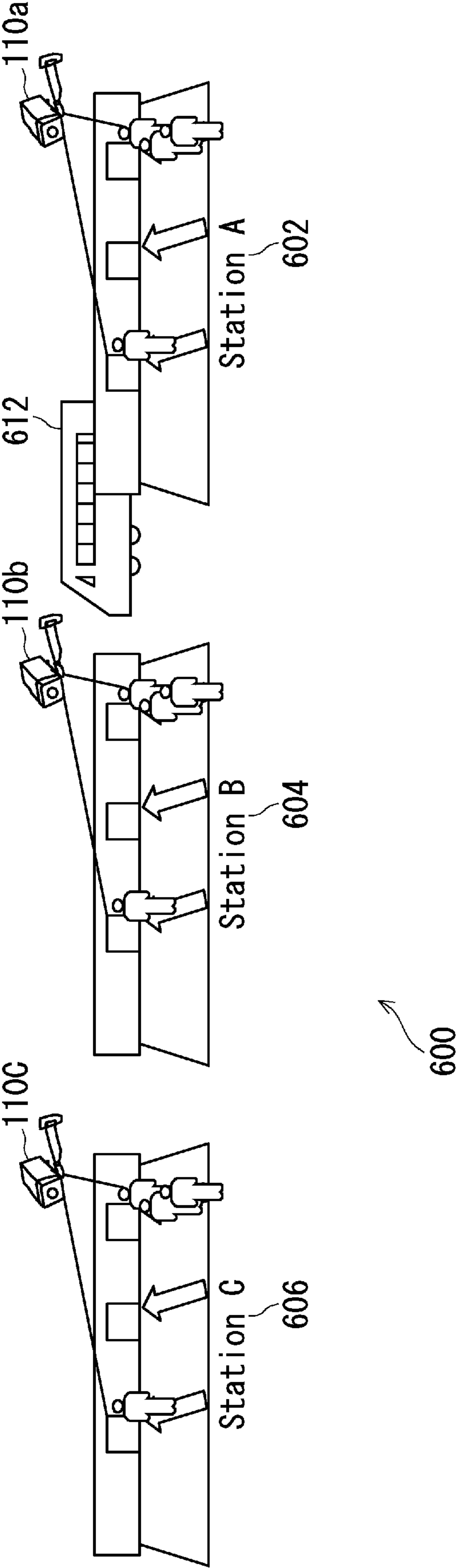


Fig. 6

[Fig. 7]

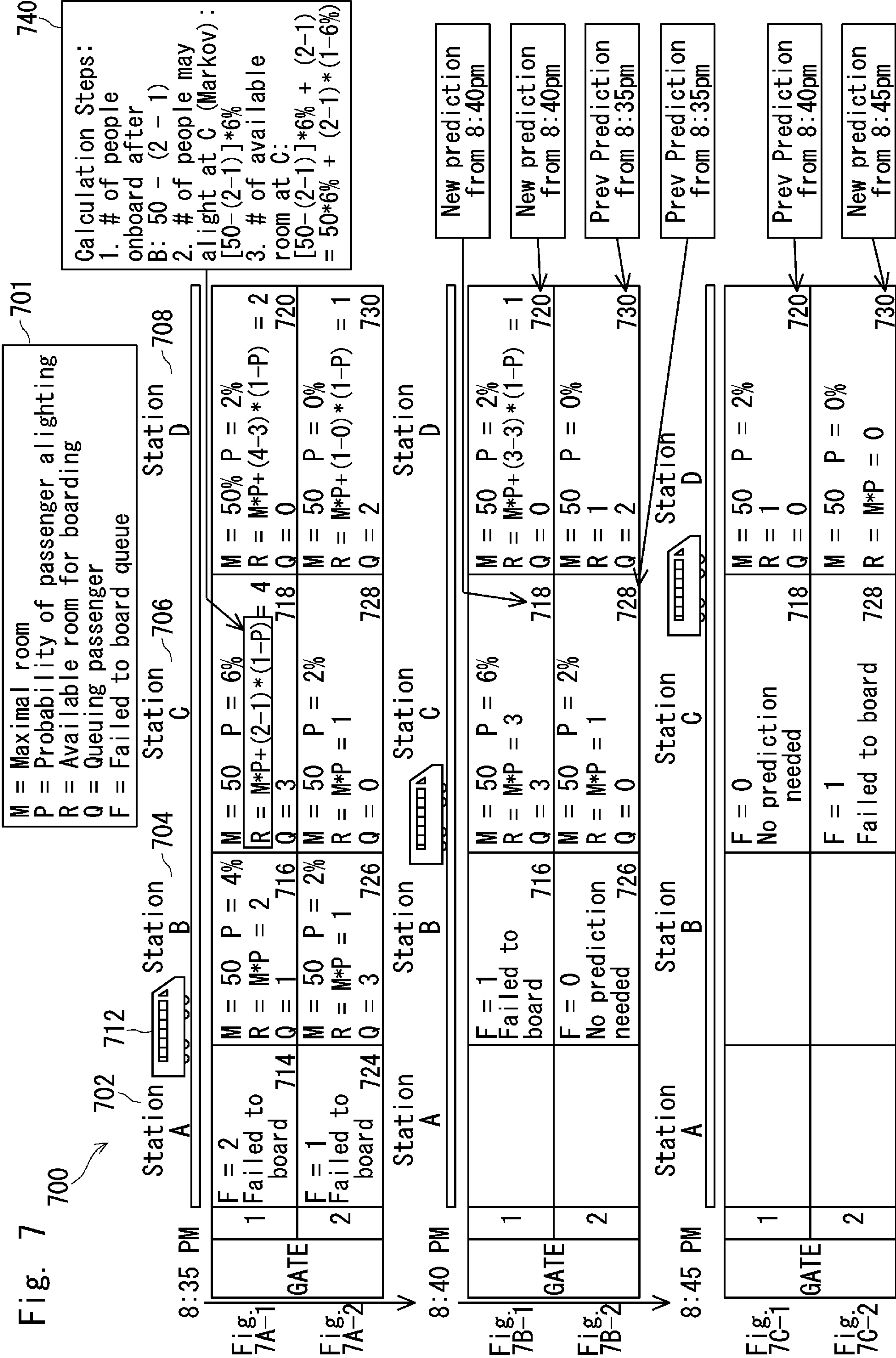


Fig. 7A-1

Fig. 7A-2

Fig. 7B-1

Fig. 7B-2

Fig. 7C-1

Fig. 7C-2

Calculation Steps:

1. # of people onboard after B: $50 - (2 - 1)$

2. # of people may alight at C (Markov): $[50 - (2 - 1)] * 6\%$

3. # of available room at C: $[50 - (2 - 1)] * 6\% + (2 - 1) = 50 * 6\% + (2 - 1) * (1 - 6\%)$

M = Maximal room

P = Probability of passenger alighting

R = Available room for boarding

Q = Queuing passenger

F = Failed to board queue

Station A

Station B

Station C

Station D

8:35 PM

8:40 PM

8:45 PM

New prediction from 8:40pm

New prediction from 8:40pm

Prev Prediction from 8:35pm

Prev Prediction from 8:35pm

Prev Prediction from 8:40pm

New prediction from 8:45pm

[Fig. 8A]

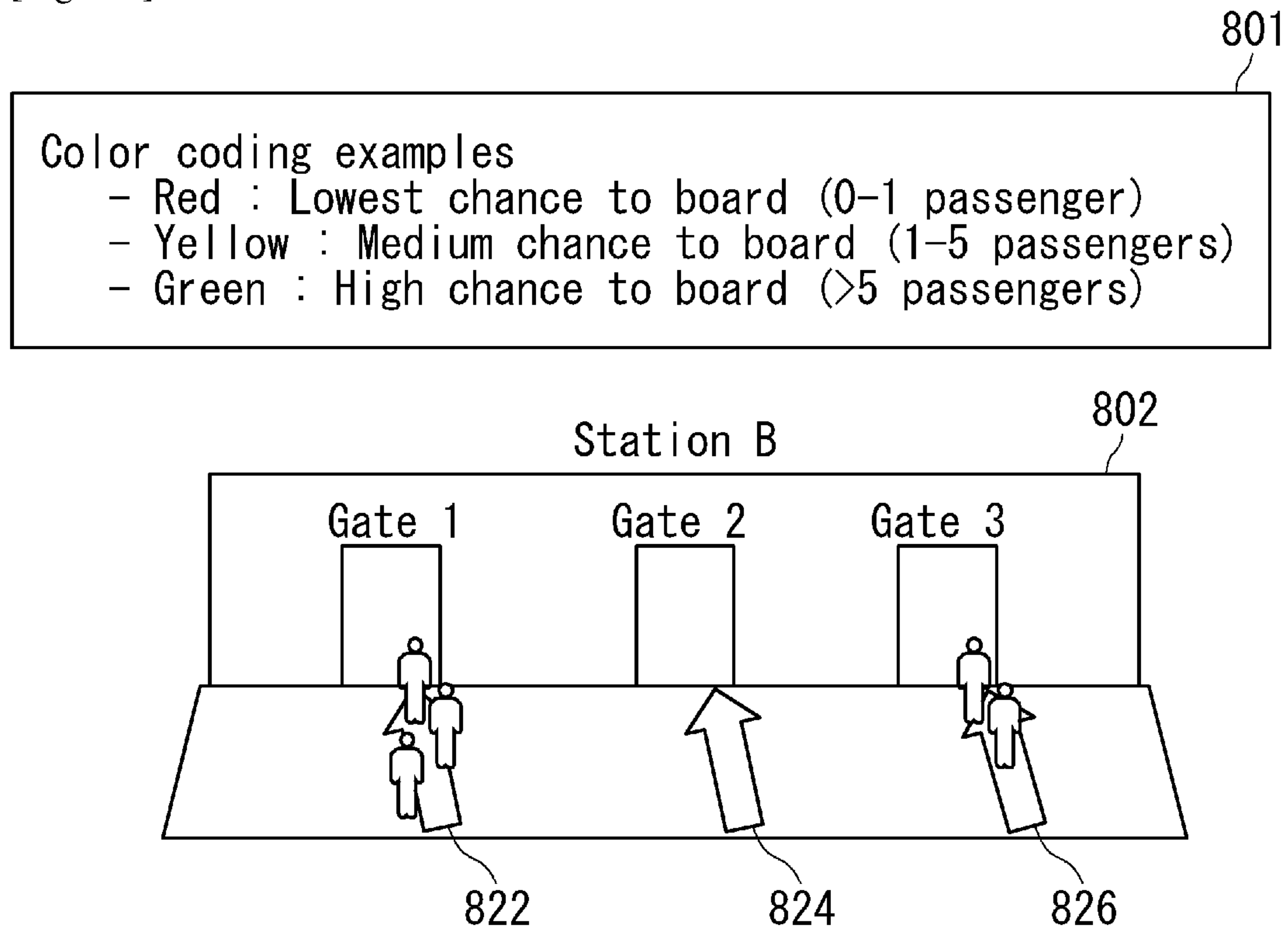


Fig. 8A

[Fig. 8B]

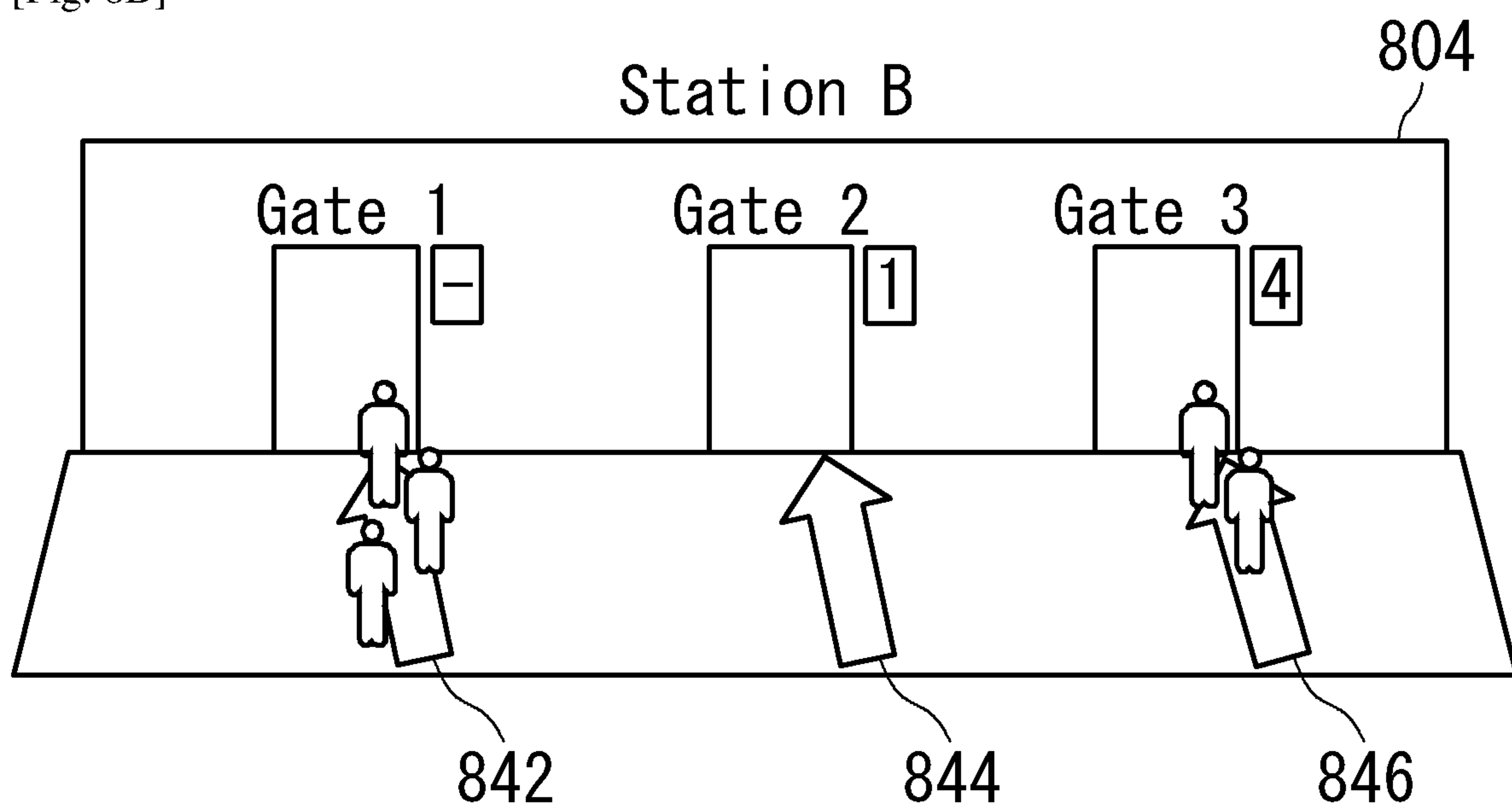


Fig. 8B

[Fig. 8C]

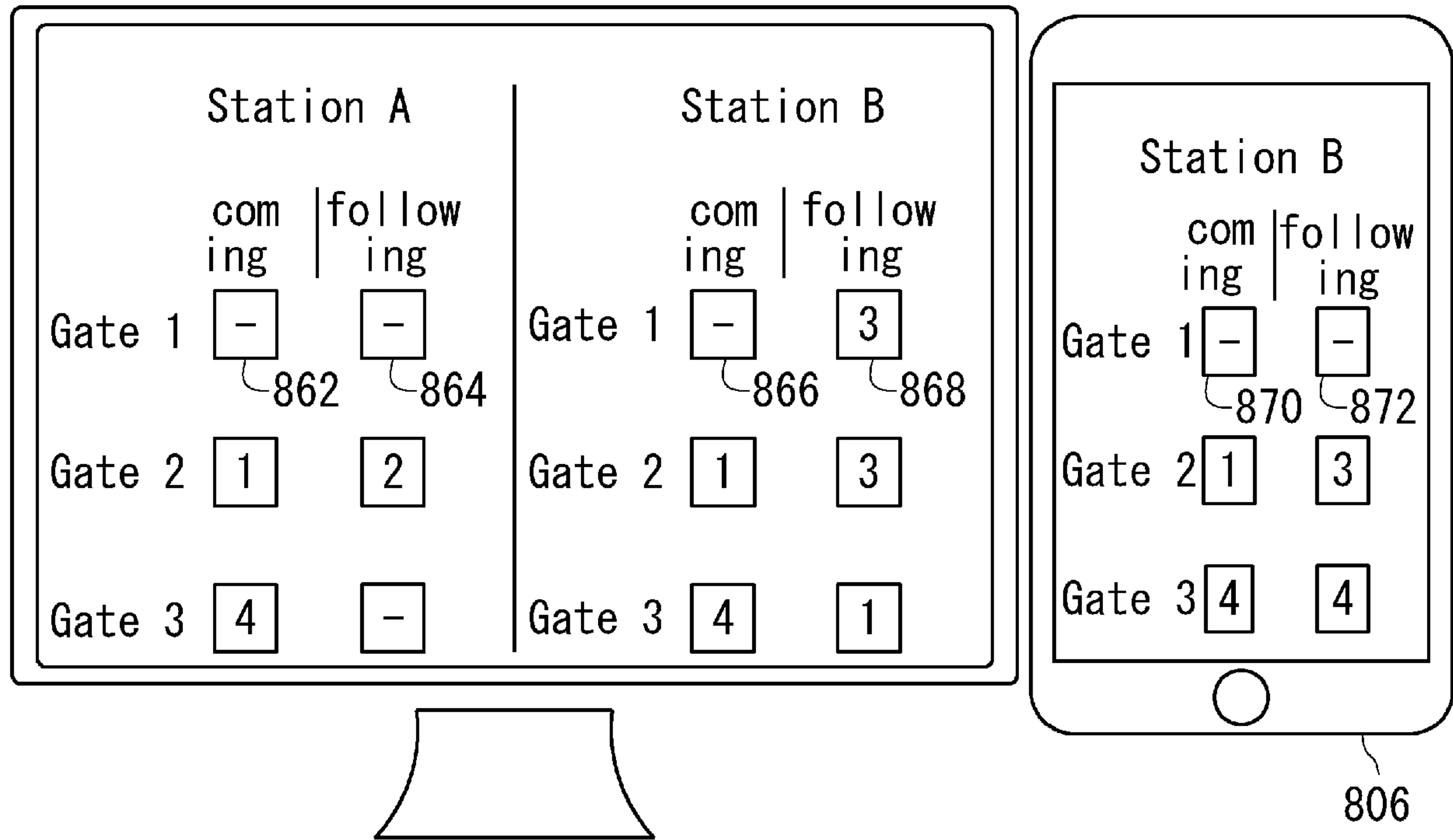


Fig. 8C

[Fig. 9]

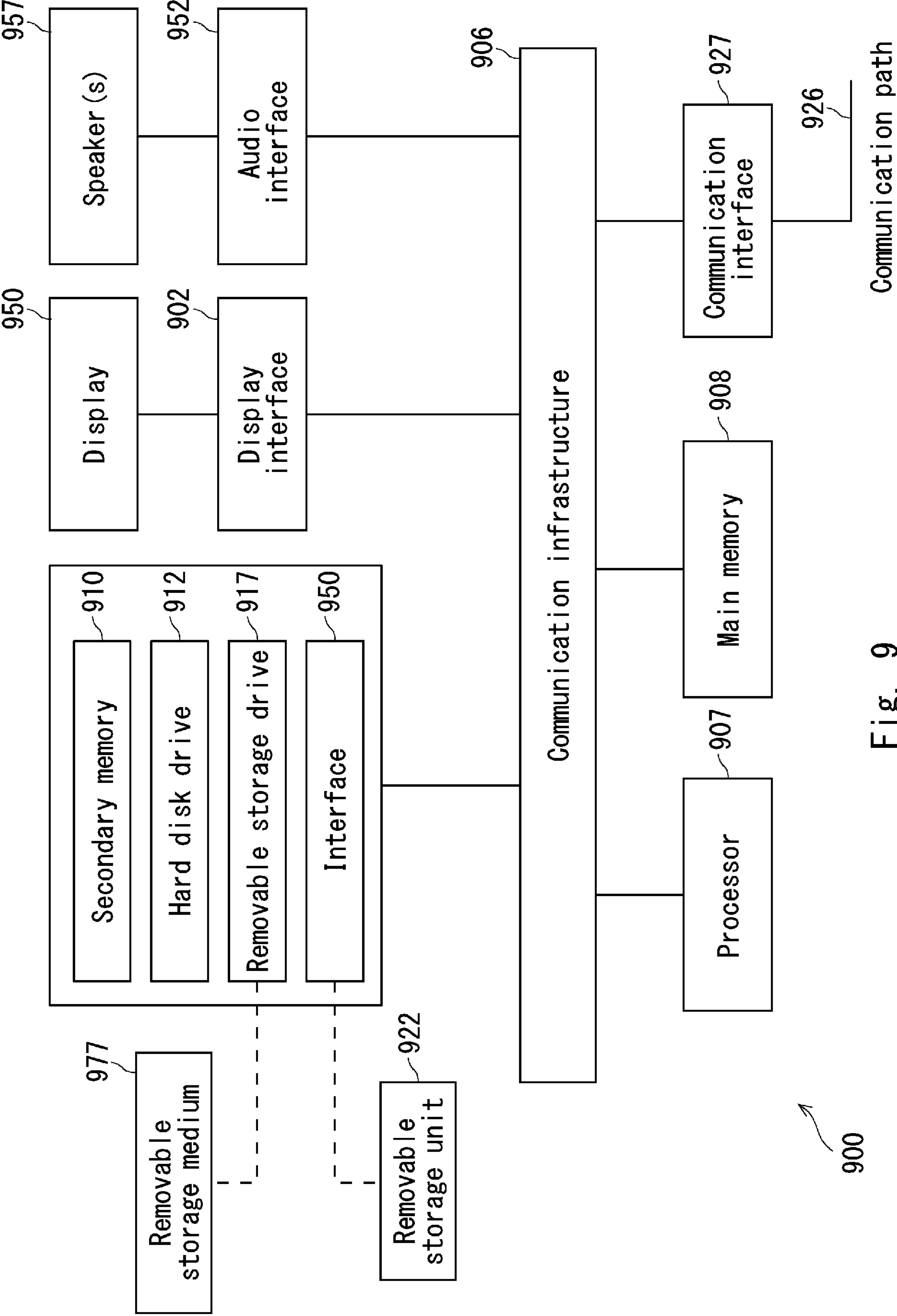


Fig. 9