SYSTEM DESIGN AID IN TICKET COLLECTING PROCESS A CASE STUDY OF NIGERIA RAILWAY CORPORATION MINNA, DISTRICT

BY

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A PROJECT SUBMITTED TO DEPARTMENT OF MATHEMATICS/COMPUTER SCIENCE IN PARTIAL FULFILMENT OF THE REQUIREMENTS FOR THE AWARD OF A POST-GRADUATE DIPLOMA (PGD) IN COMPUTER SCIENCE OF THE FEDERAL UNIVERSITY OF TECHNOLOGY, MINNA.

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CERTIFICATION

This is to certify that this Research Project was carried out by ABDULLAHI SAKA OTU of Post Graduate Diploma (PGD) Programme in Mathematics/Computer Science Department of Federal University of Technology, Minna.

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DEDICATION

This piece of work is dedicated to my beloved Mother, MALLAMA HAWAWU .O. ABDULLAHI.

ACKNOWLEDGMENT

My gratitude to Almighty Allah (S.W.A) for given me the courage and strength to accomplished this program successfully and evermore. I thank Him for His divine direction.

I would like to thank my Supervisor DR. B. L. ADELEKE for the constructive criticism he gave throughout the course of this project work. I would not fail to acknowledge the contribution of the Head of Department, MR. L. N. EZEAKO and the entire Lecturers in the Department for their untiring effort to imparted this knowledge in me. I most indeed appreciate you all.

I am great indebted to Alhaji Dattijo Usman (Public Relation Officer, F.U.T. Minna) for his brotherly concern.

Finally, I would like to thank Mall. Yunusa Yusuf, Mallam Hassan Yusuf, other brothers, Sisters, friends and colleagues (Numerous to mention by Name) who have one way or the other show their support and concern. May Allah (S.W.A) have mercy on you all (Amin).

ABSTRACT

Nigeria Railway Corporation has been facing with numerous problems but for the purpose of this project work only restricted to the ticketing aspect.

The existing system of ticket collecting process that is mainly of manual has been looking into to rectify some of the attributed problems that make it quite ineffective.

The need for a new system design aid suggested to alleviate the problems of the old method. This is based on strict investigation carried-out during the course of this research work to find out an immediate solution to the problem. As a matter of fact, if the suggestion is given an adequate consideration with swift response it will go along way to change the passengers and the general public opinion against Railway Service.

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CHAPTER ONE

GENERAL INTRODUCTION

1.0 INTRODUCTION: To present an overview of several elements that constitute system design. The topic background of this paragraph as the opening chapter of the project topic present an overview of the elements constitute several system design.

1.1 AN OVERVIEW OF SYSTEM ANALYSIS

It is understood no word used more often in relation to computer than the word system. We often hear of computer system, communication system, information system and decision support system.

A system is a group of element (people, cell, machine) organised for the purpose of achieving a particular goal. Alternatively, a system may be described as an organised method for accomplishing a business operation. It is built on individual element or building block each contributing to form an organised integrated entity. System has elements, interactions and objectives, subsystem performed specialized task related to the overall objectives of the total system. For example, in a business system, various functions one subsystems. Each subsystem uses its resources to meet specific objectives. Successful achievement of these goals requires good management of internal resources.

Finally, a computer system is made up of the user, the hardware, and the software and has a goal for solving problem for the user.

In system analysis and Design, the concern is usually with man made system involving input, processing and output. It is during the design stage that the system analyst is called to use his creative abilities in producing all feasible alternatives solution to the particular problem. The design of the new system will result in the preparation of a system specification. This is the detailed documentation of the new system and perform a very important role as will be seen later.

1.2 EVALUATION OF THE SYSTEM PROCESS

We shall access or considered an idea of the amount, quality or value of the constitute element system process.

However, there are some decision manager can take even in the event that evaluation was not considered part of the information system specification process. The most important aspect of evaluation is determining whether or not the information system has had a positive effect on the organization. In other words, does it help the organization to function better, and in a more cost-effective manner?

In order to answer the proceeding question there are three aspect of the evaluation that must be addressed. Technical, Structural and Environmental. The Technical aspect focuses on the technical functioning of the system. It is dealt with by testing the information system after implementation to see if the system perform according to the technical specification that were developed early in the process. The structural aspect dealt with the organisation impact of the system in terms of the way it changes work-flows within the organization; it effect on user attitudes and social interaction, and its overall effect on organizational functioning and structure. The environmental aspect of evaluation deals with the changes in the organisational environment. These could include extensive environmental scanning to determine if the environmental conditions that pertained when the system was designed are still relevant.

Typically, the process of designing and implementing an office information system will take anywhere. Depending on the complexity of the system it may take longer. Given this time-frame it is conceivable that the competitive environment in which the organisation find itself may change during the period from when the system was first designed until it has been totally installed and implemented. Therefore, the environment assessment of the context of the information system is an ongoing process. Management must, as part of its responsibility, assess the reasons why the system was initially installed and

whether or not the environment or the context in which the organisation finds itself continue to support those reasons. Many of these reasons for originally sequently, it may be that the system itself should be modified to meet the changed circumstances. This might mean that the system needs updating to allow the organisation to provides a highly differentiated product or to fill some particular market niche that would be more profitable.

Rather than rely on a post-hae role in managing the implementation process, management should take a more proactive approach. This requires the early involvement in the design and specification of the system.

1.3 TICKET COLLECTING PROCESS

Ticket can be defined as a written or printed piece of card or paper that gives the holder a certain right e.g. to travel by plane, Bus, ship etc or to a seat in an entertainment Hall. Ticket issued to customers in departmental store, supermarket. However, for the purpose of this project it will be limited to a particular organisation namely Nigeria Railway Corporation, Minna, District.

The collection of ticket is one of the main checks against fraud, and must be done with great care.

A sharp look-out must be kept for any passenger travelling without a ticket, or with an out-of-date ticket, or with half-tickets for children over the stipulated age, or going beyond the station for which the fare has been paid, or riding in a superior class of carriage to that for which the ticket is available, and for any other irregularities. (Nigeria Railway Corporation manual of Account Instructions).

1.4 ESSENTIAL OF TICKETING PROCEDURE

Most organisation placed a paramount consideration issuing ticket to their respective customers in order to effect it services. In Nigeria Railway Corporation the ticket is printed by the corporation headquarter in Lagos. Distribution to her various districts is subsequently effected and Minna is one

of these districts the following requirements determine the authenticity tickets to be issued to any given district:

i The appropriate station address must be printed on the ticket

ii It must bear acorresponding berial number

iii It must batify the basic other rules and regulation of the corporation.

iv It must have a specified rate

1.5 METHOD OF SEARCHING FOR INFORMATION

There are several methods of gathering information. They include the following:

RECORD SEARCHING

The main purpose of a record search is to establish quantitative information. It help to establish how much reliance can be put on the estimates given by the staff or the management of a department objective are being achieved and whether information needed for decision- making is available when required.

SECIAL PURPOSE RECORD

Sometime the existing record do not supply the information required, and the only way of obtaining reliable information may be to install, for a linited period, special purpose record.

OBSERVATION

It involves watching an operation for a period to see oneself exactly what happens. The technique is particularly toructive conclusion after observed an event or system.

INTERVIEWING

Interviews are by far the most common and most satisfactory way of obtaining information, particularly to obtain information about objectives, and failures in the existing system. To be effective and economical, interview needs to well planned.

QUESTIONNAIRES

When detailed information about the nature and volume of work in an office is needed questionnaire can prviod uniform response to standard question. The design of an effective questionnaire takes careful preparation, pre testing, and evaluation. Thus, for the purpose of this project research among other methods, interviewing method was chosen to gathered the required information. As shell explain farther.

1.6 TICKETING RATING CATEGORIES

Ticketing has been categories according to the age limit of the passengers and railway warrants. They must be issue according to the age declared on the warrant as follows:

i Under three year- free that is no ticket

ii Three years and under fourteen years- half fare that is half ticket entail half payment of the fare.

iii Fourteen years and over- full fare that is whole ticket, to pay the exact amount without reduction.

1.7 SCOPE AND LIMITATION

This study set out to examine the negative and positive impacts of ticketing collecting process in Nigeria railway corporation, Minna district precisely, this can implement to access other district as may related. Further measure could intensify to boost the ticketing process and other affected problem to upgrade the standard of service of the corporation.

1.8 AIM AND OBJECTIVES

The aim of this project is mainly to identify the problem affecting ticketing since this can emarating to generate more other related problem that can frustrate the service of the corporation. Therefore, to design a new system that can tackle the problem to enhance the means of Railway transportation in our society.

1.9 THE RECOMMENDED APPROACH

The recommended approach will strictly depend on the management to actually commit themselves to put-in their test to turn around the corporation to better state. The best recommendation for the future is the Federal Government assistance to minimise the adverse impact the corporation is facing through credible policy reform and judicious implementation of policy measures.

1.10 DEFINATION OF TERMS

Airway: It is the use of airspace to a more than nominal height above the ground. Examples of technology, that uses airways are helicopter, parachutes, aircraft, aeroplane etc

Freight: Loads of any kind carried from one place to another by train, ships, aeroplane etc

Highways: Is a rubber-tired wheel on a smooth, firm roadway features used by automobiles, trucks, buses etc.

Passenger:- It can be commuter or way fare, that is someone who travels on a bus, car train, ship etc.

Railways: This is a mode of transportation which utilizes the flanged wheel on rail.

Technology:- The rail may be either conveniently rigid or flexible.

Ticket:- Is a written or printed peace of card or paper that gives the holder a certain right e.g. to travel by plane, Bus train etc

Traffic: Movement, that is coming and going of people, cars, trucks etc along road and streets. Also of the ships on the sea and aeroplane in the sky..

Waterways:- Natural or artificial channel and bodies of water serve as roadways. It is use by ship, ear, floats, hydroplane and submarine e.t.c.

CHAPTER TWO

AN INDEPTH REVIEW OF THE PROJECT

2.0 INTRODUCTION:

This chapter will highlight the origin of Railway Corporation in Nigeria, the system development life cycle also the feasibility study of the system and the requirement for the system.

2.1 LITERATURE REVIEW

THE NIGERIA RAILWAY CORPORATION.

The railways started as a government department in 1898 and become a commercial concern in 1955. The existing railway network was constructed between 1898 and 1965. If comprises 3,505 kilometres of single-track route, all of 1.067 metre guage. The railways serve the major ports, Lagos and Portharcourt, and there are railheads at Kaura Nomada, Nguru, Jos. and Maiduguri, and lines of lesser importance to Baro and Idogo. The system provide transport links between productive and well populated parts of the country with traffic origin and destination area well separated. This provide opportunity for Long-haul bulk traffic in both directions, a kind of traffic in which railways have an inherent competitive advantage over other mode of transport. Axle load in load is limited by several stretches of light weight rail, and operating speed are restricted by extensive distances of curved track as well as steep grade in part of the system. (Economic Survey of Nigeria, 1960-1975)

Thus, Nigeria Railway Corporation is divided into seven (7) different district, Minna is one of the district named as Northern/Western district of course as the district Headquarter.

2.2 THE SYSTEM DEVELOPMENT LIFE CYCLE

Problem definition

The process of determine the nature and scope of the problem. It the problem is incorrectly or incompletely defined, the entire study could address the wrong

using questionnaires. Employees need feedback to learn how they doing in achieving job, goals, the good thing about feedback is that it usually increase effort. Negative feedback may also serve a useful purpose. Negative feedback is designed to correct or to guide activities not consistent with achieving the goals of the system.

Feasibility Study

To determine whether a solution to the problem is feasible. This is to prevent wasting many longer duration and possibly huge amount of money if the project is too large, too uncontrollable, or simply impossible to carry out. The feasibility study is a miniature systems analysis and design effort that entails an exploration alternative design options and an analysis of the cost and benefit of each alternative. If several alternatives seem to be realistic in their potential costs and benefits, the project proceed to the next phase, system analysis.
However, if no feasible alternatives exist, the project can be terminated.

System Analysis

Here full detailed study of the current system, including its proceedures, information flows, and methods of work organisation and control. These can ensure to understand why problem occur, the methods to adopted and the alternative method for possible solution.

System Design

The analysis of the current problems is used at the beginning of system design to develop objectives for the proposed project.

Acquisition/Programming

To select and consider hardware/software or to write the needed software designed to perform specific personnel, business or scientific task.

Implementation

This is the process of coding, testing, and documenting programs in the system. This process may take as much as 60 to 70 percent of the overall system development.

Maintenance:

This include whatever changes and enhancement need to be made after the system is up and running.

2.3 FEASIBILITY STUDY

When a problem is identify, the next procedure are to consider an appropriate approaches that can be used to tackle the problem. After looking at broad alternative solutions a short list of solution is kept.

These solutions are further evaluated to find out the following feasibility study.

i. **Technical Feasibility:-** This tries to see whether the technology needed is available and if available whether it is used.

ii. **Operational Feasibility:-** To find this, we ask whether the proposed solution can fit in with existing operation and whether the right information at the right time is provided to users.

iii. Economical **Feasibility:-** Here, we try to find out whether finances are available for implementing the proposed solution and whether the money spent is recovered by the savings or by better user satisfaction.

2.4 COST-BENEFIT ANALYSIS

A cost-benefit analysis is necessary to determine economic feasibility. The primary objectives of cost-benefit analysis is to find out whether it is economically worthwhile to invest in the project or not.

COST:

This refers to the amount expendable on the system including its total implementation. All this depends on the type of hardware selected and the complexity of the software which are going to be used to run the entire system to simply the cost involved.

Equipment Cost

This refers to the capital cost of computer and peripheral devices such as modern, data lines, VDU, Printer and cabling for installation.

Installation Cost

New building that, the computer room has to be acquired or an old one need to be renovated to house the computer. Also electrical installation need to be undertaken for adequate power supply.

Development Cost

This involves software consultancy cost package, modification and system software utilities.

Personnel Cost

This refers to implementation cost as it involves cost staffing training as well as staff salaries, pension allowances and gratituties.

Operating Cost

This is a cost which is continuous and persistent in nature and it include hardware maintenance accommodation cost, power supply and telephone, insurance and consumable material cost.

BENEFIT

When a system in place it will highly be beneficial to the service as it will take care of recording a bulky number of activities in ticket collecting process with no duplication of information, the required service as to eliminate the congestion of passengers and to maintain the security network at the station.

COST-BENEFIT

We are going to consider each headings and it various expenses.

Equipment cost	₦ : K
2 Personal Computer at N60,000.00 each	120,000.00
1 Printer at	30.000.00
1 Uninterrupted Power Supply (UPS)	20,000.00
1 Stabilizer	6,000.00
Total Initial Cost	**176,000.00**

Installation Cost		N : K
Renovation of the building		**15,000.00**
Operating Cost		N : K
6 Packets of Diskettes		2,400.00
1 Bundle of Plain paper		520.00
1 Roll of Ribbon		120.00
Total Initial Cost		**3,040.00**
Personnel Cost		N : K
Training of Staff		10,000.00
Staff Salary		750.00
Total Initial Cost		10,750.00
Grand Total	=	**N204,790.00**

2.5 SCOPE OF COST-BENEFIT ANALYSIS

In an age when everyone seems to be complaining about high costs, management has the problem of trying to keep operating expenses down while salaries and operating cost in general group.

If condition were to suddenly turn about, management would still be faced with trying to keep operating costs down to complete in the day-to-day market. Regardless of whether management is face with high or low operating cost, it must operate at it most efficient level of survival in a competitive market. Management must look to itself for its success or failure, and at the same time find better ways of doing things. An excellent source of management assistance is the world of computer system.

The oversimplicit action of assigning someone to the job of reviewing the scope of the computer system field might be helpful, or perhaps down right risky. Risky, if the wrong person should be selected for this job, and of course helpful if the right person received.

2.6 REQUIREMENT FOR THE SYSTEM

The effectiveness of any system always depend on a number of certain basic requirement which can satisfy the purpose of the project. Hence, the following procedure must be observed.

- **Fact recording:-** There must be a determine method of keeping fact record this could achieve by flow chart, system analysis table, construction of decision table etc.
- **Purposeful:-** The purpose of the project must be justify the objectives which were agreed at the beginning.
- **Reliability:-** The reliability of all the hardware and software must be considered.
- **Methodological Approach:-** The relational data structure (codd, 1979) explicitly represents the naturally occurring dependencies among data as relations between two different sets of information. Relational data structures are widely regarded in the computer science literature as one of the most efficient structure for database management.
- **Substantive Approach:-** Carley (Carley 1986a; Carley 1986b) illustrate another way in which information science concepts can contribute to social science theories. In her case, she use information science concepts as a basis for substantive assumptions about the ways in which people may organise information in social interaction. She is interested in the interplay between social structure that shape and constrain social interaction and the cognitive structure of individuals that influence the manner in which people acquires information and make decision.

CHAPTER THREE

METHODOLOGY OF THE EXISTING SYSTEM

3.0 INTRODUCTION:-

This chapter presents the methods use in the old system and the problem associated with the structure of the existing system further more, we shall deal on the necessity to improve the old system.

3.1 ANALYSIS OF THE EXISTING SYSTEM OF OPERATION

For the new system to be designed, there is the need for the present system to be analysed. The existing system is manual where the process of ticket collecting is been affected by some factors. Some of these problems identify during an interview conducted with the passengers whose that travel by rail on regular bases also interviewing extended to those is to have a wide scope of most problem existing with the old system.

3.2 PROBLEMS ATTRIBUTES TO THE EXISTING SYSTEM

Some of the identified as affecting the existing system was properly done through one of the methods of searching for information, an interviewing method precisely. This was duely conducted under the permission of the Nigeria Railway Corporation, Minna district management. The procedure was to sample questions and interact quite a good number of the passengers travel by rail and those that do not. Some of the problems are as follows as mainly affecting ticketing and other problems that can emanate from ticket lapses.

Sense of Insecurity:- the passenger most of the suffer in the hands of tout that find there means into the trail through dubious way without undergo ticketing process.

- The railway most of the boring, and burdensome due to passengers congestion this is because the trail carry more number of passengers than the available seat or space.
- Because of the existing of ticketing process more than one passenger do maneuver a ticket without the knowledge of the management.

- False payment is another problem affecting ticketing because some passenger do pay for nearby destination while going farther destination.
- There is problem of tickets issued out of order. When ticket issue out to the passenger without any financial record of such may affect the corporation.
- Passengers data are not properly kept for thorough investigation before embrace on journey to avoid any consequence of the hoodlums.

3.3 THE STRUCTURE OF THE EXISTING SYSTEM

The organisation is categorised into various sections namely, the administrative section, operational section, maintenance section, and statistical section. In what follows we shall give a brief description of each of these various sections.

Administrative Section:- This section take care of the administrative responsibility of the corporation.

Operation Section:- This department respond or carried out the activities to oversee how the corporation structure performing it various assign duties.

Maintenance Section:- This section takes the responsibility of the entire maintenance services of train, electrical installation and other related services.

Statistical Section: this section is responsible in taking statistical record of the organisation.

3.4 NEED TO IMPROVE ON THE EXISTING SYSTEM

Since human errors are inevitable, there is the need to minimize theseerrors. However, human errors will considerately minimized by the use of computer system in our relevant activities. The need to achieve a reliable output and high qualitative productivity is mandatory in our service.

To formulate policy and effective decision making in order transform the existing system.

There is need for speed of operation, accuracy, efficiency in our service which is not comparable to human- efforts.

The reliability of service is necessity so as to eliminate errors and reduce the rate of gives work information storage and security system must be given consideration too.

3.5 SYSTEM DESIGN AND ANALYSIS

System study in design and analysis verify and suggested that a procedure for solving problem should begin with a system specification which must possess the following characteristics in term of reliability, flexibility, purpose, economical and technical. This attributes will enhance.

i The need to increase speed to fulfil objective .

ii The desire to minimize error with maximum output.

iii Befitting environment that will be made available to accommodate hardware, software, and human know-how.

3.6 ANALYSIS OF PROPOSED NEW SYSTEM

The proposed system is one that has numerous advantages over the existing system. The new system need to put some relearn factors into consideration to enhance and maintaining the new system.

CHAPTER FOUR

ANALYSIS OF A NEW SYSTEM DESIGN

4.0 INTRODUCTION

This chapter is concerned particularly on how the new system relevance over the old system also how this new system can be benefiting in ticketing process.

4.1 CONCEPT OF NEW SYSTEM

A new concept for classifying Industrial organization was developed by Burns (1958) and subsequently applied to the survey data. His empirical investigation suggested that firm follows two fundamentally different organisational procedures. One resulting in the establishment of a mechanistic system and the other organic system. Mechanistic system are characterized by rigid breakdown into functional specialism, precise definition of duties, responsibilities and power, and a well developed command hierarchy through which information filters up and decision and instructions flow down. Organic systems are more adaptable; jobs lose much of the formal definition, and communications up and down the hierarchy are more in the nature of consultation than of the passing up information and the receiving of orders. In this situation the Chief executive is not regarded as omniscient.

This concept of a mechanistic as opposed to an organic system of management was found useful in the analysis of the data obtained from survey. Reference has already been made to the fact that some firms seemed more organization conscious than other. In most cases, lack of organization consciousness-Inability to produce an organization chart or to state precisely who was responsible to whom in the hierarchy indicated an organic management system.

4.2 NEW SYSTEM DESIGN

To design a new system some very important objective need to be considered and these are:

1. **High and effective performance:** this is quite essential to meet with the require present system specifiency.
2. **Efficiency:** This enable to achieved maxinuise output of the present workload.
3. **Flexibility:** This allows for growth of access of the passenger.
   Maximum utilizing of the available equipment.
4. **Accuracy:** The need to precise to eliminate errors that can introduce irregularities or poor output.

4.3 INPUT/OUT SPECIFICATION

This concerns the data items of the passengers data form as recorded in the reception to generate other fact that can justify the output specification. The identified format.

1 Name, age, sex, date
2 Ticket serial number, ticket code number, seat number
3 Luggage charge, mode of payment.
4 Station, destination.
5 Luggage Amount
6 Transport Fare.

4.4 PURPOSE OF NEW SYSTEM

The ultimate reason of introducing new system is to make the old system to standard. Therefore, in ticketing procedure of old system must not be encouraging, so as to benefit the required new system.

4.5 REQUIREMENT SPECIFICATION OF THE NEW SYSTEM

The effectiveness of any system always depend on a number of certain basic requirements which are met to serve the purpose they are meant for. This defines simply in clear terms what exactly the new system is required to do.
These definitions includes:-

- To encourage adequate records keeping
- To serve as better revenue to implement security measures.

- To motivate the passengers to travel by means of Railway.
- It must be supportive, this should come from the supplier of the new system from within or outside the service. The kind of resources that can be provided for such support must be for the three stages of the system.

(i) Development Stage

(ii) Implementation stage

(iii) Operational stage.

- Therefore, an appropriate Data must obtained from the passengers while other information will produce after computerizing procedures.

PASSENGERS DATA FORM

S/N Name

Age..... Sex

Date

Ticket Serial Number

Ticket Code Number

Luggage Charge..... Weight.....

Seat Number.....

Mode of Payment

Station

Destination.

Luggage Weight

4.6 THE IMPLEMENTATION OF THE NEW SYSTEM

System implementation concern itself with the co-ordination and control of all activities necessary to put the new system into operation. These activities include the following:-

(a) Staff Training

(b) File conversion

(c) Change-over procedure

Staff Training

This entails training the old staff about the new system instead of employing new one which is not economical to the organisation. Hence the staff trainees are already used to the old system.

File Conversion

It involves the conversion of old file data into the form required by the new system. As regards this project, the ticketing manual process have to be converted from the manual form to the computer type.

In the manual system the ticketing data are kept in files and register while with the new system, such records have to kept into the computer files.

Change-Cover

This concerns a complete change of the old system with the new one. If is only undertaken when:-

i. The new system has been proved to be very satisfactory to the system analyst and other implementation activities.

ii. The results of the system test, staff training and reference manual have satisfied the user manager.

iii. The target change-over data is due. There are various ways by which change-over can be achieved and these are:-

Parallel running:- This means processing the present data side-by-side with the old and new systems so as to check their results. It takes a long time for the old system to be phase out.

Pilot running:- This is similar to parallel running method of change-over-Data from the previous period of a system is run on a new system and the results later compared with the old one.

Stage change-over:- This method involves a situation whereby the new system is introduced piece by piece to the organisation before final acceptance of the system and complete adoption of the whole system.

Direct change-over:- This concerns processing current data by both the old and new in a single move. This method is very cheap if adopted.

For the purpose of this project, the Direct change-over method will be the test approach. This means replacing the old system of ticketing process with the new computerized system.

INSTALLATION

This involves the preparation of the location where the equipment will be installed i.e. the computer room. The electricity current should be checked against fluctuation, where such is rampart, a separate building can be acquired to install a stand-by electricity generating plant. The computer should be carpeted to avoid dust which may affect the computer terminals.

4.7 A REVIEW OF THE NEW SYSTEM

Once a system is put into use there is the need to examine if to see whether it satisfies the main objectives for which it has been designed on. To do this the following will serve as guide for the verification.

a) **Enquiry Procedure:-** This entails user recording unusual event that may affect part or whole system.

b) **Attitude toward survey or interview:** Sampling data of idea and opinion about the system from its users.

c) **Response:** From the public who have been directly affected by the system.

d) The system can then be reviewed for any of the following reasons.

(i) Unforeseen problems emanating from system operation

(ii) It main objective are not satisfy

(iii) When the system does not cope with the changing requirement of the system.

(iv) When the system has not been thoroughly analyse.

CHAPTER FIVE

CONCLUSION

5.0 INTRODUCTION

This chapter comprises the Recommendation and conclusion part of the project work. This is aim to make conclusion from the previous chapters as regard to the project work.

5.1 RECOMMENDATION

It is obvious that Nigeria Railway Corporation is in a state of total collapse due to multiples of problems facing the organisation such as lack of mechanical outfit, poor management, poor method of ticketing process, e.t.c

However, the ticketing aspect among it numerous problems has been the aim of this project work, therefore, to alleviate the problem facing ticketing adequate measures have to put into place. As regards to passengers and properties identification, sufficient screening exercise among the passengers, subsequent report writing through passengers response to check any a normally. The management can still embark on more logistic measure to improve the services as find necessary.

5.2 CONCLUSION

Railway transportation system suppose to be the most economical means of travelling and comfortable if the necessary facilities are provide for its services. Ticketing process could have as well enhance.

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THE NIGERIAN RAILWAY COPRPORATION

MINNA TICKET VALIDATION STATION

NO1 RAIL ROAD MINNA NIGER STATE
PHONE:066-223161
E-MAIL:RAIL@WAY.COM

e:	Zakari Fut
	Male
	30
:	12/12/02
t serial no:	1111111111
t code no:	Mn001
on:	minna
nation:	Kaduna
ge weight:	10
ge Amount:	1000.0000
port fare:	1000.0000
no:	0001
amount:	2000.0000

Sign by: .....
For transport manager

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Sign by: .....
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:	11/01/02
et serial no:	3333333333
et code no:	Mn0003
ion:	Minna
nation:	Kaduna
ge weight:	10
ge Amount:	1000.0000
port fare:	1000.0000
no:	0003
amount:	2000.0000

Sign by: .....
For transport manager

THE NIGERIAN RAILWAY COPRPORATION

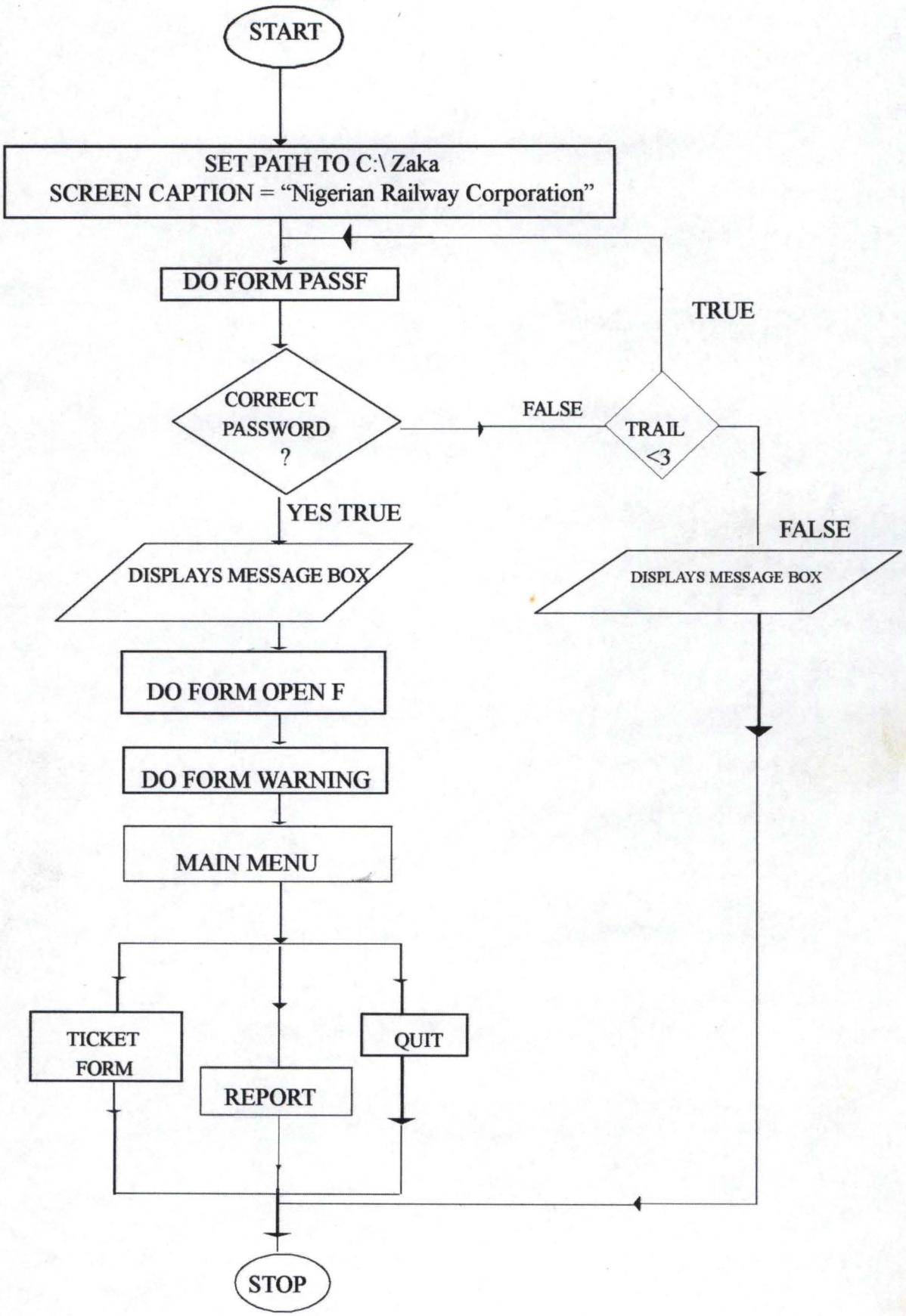
MINNA TICKET VALIDATION STATION

NO1 RAIL ROAD MINNA NIGER STATE
PHONE:066-223161
E-MAIL:RAIL@WAY.COM

e:	Baba Umar
	Male
	25
:	11/11/02
et serial no:	2222222222
et code no:	Mn002
on:	Minna
nation:	kaduna
ge weight:	12
ge Amount:	1200.0000
port fare:	1000.0000
no:	0002
amount:	2200.0000

Sign by: .....
For transport manager

(1) **MAIN PROGRAM**



APPENDIX

Load

```
use ticket
public can,mul,mul2
store .f. to can
thisform.refresh()
```

Activate

```
thisform.setall("readonly",.t.,"textbox")
thisform.setall("readonly",.t.,"spinner")
thisform.cmd1.new.enabled=.t.
thisform.cmd1.save.enabled=.f.
thisform.cmd1.edit.enabled=.t.
thisform.cmd1.cancel.enabled=.t.
thisform.cmd1.delete.enabled=.t.
thisform.cmd1.locate.enabled=.t.
thisform.cmd1.find.enabled=.f.
thisform.cmd1.exit.enabled=.t.
thisform.label1.visible=.f.
thisform.text1.visible=.f.

thisform.refresh()
```

New command button

```
thisform.setall("readonly",.f.,"textbox")
thisform.setall("readonly",.f.,"spinner")

thisform.cmd1.new.enabled=.f.
thisform.cmd1.save.enabled=.t.
thisform.cmd1.edit.enabled=.f.
thisform.cmd1.cancel.enabled=.t.
thisform.cmd1.delete.enabled=.f.
thisform.cmd1.locate.enabled=.f.
thisform.cmd1.find.enabled=.f.
thisform.cmd1.exit.enabled=.t.
thisform.txtname.setfocus
appen blank
can=.t.
thisform.txtluggage_fare.readonly=.t.
thisform.txttotal_fare.readonly=.t.
thisform.refresh()
```

Save command botton

```
thisform.setall("readonly",.t.,"textbox")
thisform.setall("readonly",.t.,"spinner")

thisform.cmd1.new.enabled=.t.
thisform.cmd1.save.enabled=.f.
thisform.cmd1.edit.enabled=.t.
thisform.cmd1.cancel.enabled=.t.
thisform.cmd1.delete.enabled=.t.
thisform.cmd1.locate.enabled=.t.
thisform.cmd1.find.enabled=.t.
thisform.cmd1.exit.enabled=.t.

store thisform.txtluggage_weight.value to jweight
store thisform.txttrans_fare.value to jtranx

mul=jweight*100
store mul to jmul

mul2=jmul+jtranx

repl name with thisform.txtname.value
repl sex with thisform.opg1.value
repl age with thisform.sp1.value
repl date with thisform.txtdate.value
```

```
repl ticket_s_no with thisform.txtticket_s_no.value
repl ticket_c_no with thisform.txtticket_c_no.value
repl station with thisform.txtstation.value
repl destination with thisform.txtdestination.value
repl luggage_weight with thisform.txtluggage_weight.value
repl luggage_fare with jmul
repl trans_fare with thisform.txttrans_fare.value
repl seat_no with thisform.txtseat_no.value
repl total_fare with mul2

can=.f.
thisform.refresh()
```

Edit command button

```
thisform.setall("readonly",.f.,"textbox")
thisform.setall("readonly",.f.,"spinner")

thisform.cmd1.new.enabled=.f.
thisform.cmd1.save.enabled=.t.
thisform.cmd1.edit.enabled=.f.
thisform.cmd1.cancel.enabled=.f.
thisform.cmd1.delete.enabled=.f.
thisform.cmd1.locate.enabled=.f.
thisform.cmd1.find.enabled=.f.
thisform.cmd1.exit.enabled=.t.

thisform.txtluggage_fare.readonly=.t.
thisform.txttotal_fare.readonly=.t.
thisform.refresh()
```

Cancel command button

```
thisform.cmd1.new.enabled=.t.
thisform.cmd1.save.enabled=.f.
thisform.cmd1.edit.enabled=.t.
thisform.cmd1.cancel.enabled=.f.
thisform.cmd1.delete.enabled=.t.
thisform.cmd1.locate.enabled=.t.
thisform.cmd1.find.enabled=.f.
thisform.cmd1.exit.enabled=.t.
thisform.txtname.setfocus

if can=.f.
return
endif
if can=.t.
ans=Messagebox("You are about to cancel this record",36,"Warning")
if ans =6
go bottom
dele
pack
endif
endif
thisform.setall("readonly",.t.,"textbox")
thisform.setall("readonly",.t.,"spinner")

can=.f.
thisform.refresh()
```

Delete command button

```
thisform.setall("readonly",.t.,"textbox")
thisform.setall("readonly",.t.,"spinner")

delle=messagebox("You are about to delete this record",36,"Warning")
if delle=6
dele
pack
endif

thisform.cmd1.new.enabled=.t.
thisform.cmd1.save.enabled=.f.
thisform.cmd1.edit.enabled=.t.
thisform.cmd1.cancel.enabled=.f.
thisform.cmd1.delete.enabled=.t.
thisform.cmd1.locate.enabled=.t.
thisform.cmd1.find.enabled=.f.
thisform.cmd1.exit.enabled=.t.

thisform.refresh()
```

Last command button

Go bottom
Thisform.refresh()

Locate command button

thisform.text1.value=""
thisform.cmd1.new.enabled=.f.
thisform.cmd1.save.enabled=.f.
thisform.cmd1.edit.enabled=.f.
thisform.cmd1.cancel.enabled=.f.
thisform.cmd1.delete.enabled=.f.
thisform.cmd1.locate.enabled=.f.
thisform.cmd1.find.enabled=.t.
thisform.cmd1.exit.enabled=.t.

thisform.l1.visible=.f.
thisform.l2.visible=.f.
thisform.l3.visible=.f.
thisform.l4.visible=.f.
thisform.l5.visible=.f.
thisform.l6.visible=.f.
thisform.l7.visible=.f.
thisform.l8.visible=.f.
thisform.l9.visible=.f.
thisform.l10.visible=.f.
thisform.l11.visible=.f.
thisform.l12.visible=.f.
thisform.l15.visible=.f.
thisform.txtname.visible=.f.
thisform.opg1.visible=.f.

First command button

```
go top
thisform.refresh()
```

Next command button

```
if !eof()
skip
endif
if eof()
go bottom
endif
thisform.refresh()
```

Previous command button

```
if !bof()
skip -1
endif
if bof()
go top
endif
thisform.refresh()
```

```
thisform.sp1.visible=.f.
thisform.txtdate.visible=.f.
thisform.txtticket_s_no.visible=.f.
thisform.txtticket_c_no.visible=.f.
thisform.txtstation.visible=.f.
thisform.txtdestination.visible=.f.
thisform.txtluggage_weight.visible=.f.
thisform.txtluggage_fare.visible=.f.
thisform.txttrans_fare.visible=.f.
thisform.txtseat_no.visible=.f.
thisform.txttotal_fare.visible=.f.

thisform.label1.visible=.t.
thisform.text1.visible=.t.
thisform.text1.readonly=.f.
thisform.text1.setfocus
```

Find command button

```
if !empty(thisform.text1.value)

store alltrim(thisform.text1.value) to jticket
loca for jticket=ticket_s_no
if found()
Messagebox(" Click on the OK button to continue...",0,"Search was
successful")
store name to jname
store sex to jsex
store date to jdate
store age to jage
store ticket_c_no to jjticket
store station to jstation
store destination to jdestination
store luggage_weight to jluggage
```

```
store luggage_fare to jjluggage
store trans_fare to jtrans
store seat_no to jseat
store total_fare to jtotal

thisform.txtname.value=jname
thisform.opg1.value=jsex
thisform.sp1.value=jage
thisform.txtdate.value=jdate
thisform.txtticket_s_no.value=jticket
thisform.txtticket_c_no.value=jjticket
thisform.txtstation.value=jstation
thisform.txtdestination.value=jdestination
thisform.txtluggage_weight.value=jluggage
thisform.txtluggage_fare.value=jjluggage
thisform.txttrans_fare.value=jtrans
thisform.txtseat_no.value=jseat
thisform.txttotal_fare.value=jtotal

else
Messagebox("Record does not exist. Click on OK to continue...",0,"End of
locate scope")
go top
endif
else
Messagebox("This application does not accept NULL values",0,"ERROR!")
endif

thisform.cmd1.new.enabled=.t.
thisform.cmd1.save.enabled=.f.
thisform.cmd1.edit.enabled=.t.
thisform.cmd1.cancel.enabled=.f.
thisform.cmd1.delete.enabled=.t.
thisform.cmd1.locate.enabled=.t.
thisform.cmd1.find.enabled=.f.
thisform.cmd1.exit.enabled=.t.

thisform.text1.visible=.f.
thisform.label1.visible=.f.
```

```
thisform.l1.visible=.t.
thisform.l2.visible=.t.
thisform.l3.visible=.t.
thisform.l4.visible=.t.
thisform.l5.visible=.t.
thisform.l6.visible=.t.
thisform.l7.visible=.t.
thisform.l8.visible=.t.
thisform.l9.visible=.t.
thisform.l10.visible=.t.
thisform.l11.visible=.t.
thisform.l12.visible=.t.
thisform.l15.visible=.f.
thisform.txtname.visible=.t.
thisform.opg1.visible=.t.
thisform.sp1.visible=.t.
thisform.txtdate.visible=.t.
thisform.txtticket_s_no.visible=.t.
thisform.txtticket_c_no.visible=.t.
thisform.txtstation.visible=.t.
thisform.txtdestination.visible=.t.
thisform.txtluggage_weight.visible=.t.
thisform.txtluggage_fare.visible=.t.
thisform.txttrans_fare.visible=.t.
thisform.txtseat_no.visible=.t.
thisform.txttotal_fare.visible=.t.

thisform.setall("readonly",.t.,"textbox")
thisform.setall("readonly",.t.,"spinner")

thisform.refresh()
```

Exit command button

```
Thisform.release()
```