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PAKISTAN RAILWAYS SYSTEM

PAKISTAN RAILWAYS SYSTEM

BY
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MOHAMMAD ASGHAR SAEED

A Project report submitted to Quaid-e-Azam University
as a partial fulfillment of the requirement for .....
"THE POST GRADUATE DIPLOMA IN
COMPUTER SCIENCE

Quaid-i-Azam University

شروع اللہ کے پاک نام سے جو بڑا مہربان اور نہایت رحم والا ہے

MFN-65986

THE PROPHET SAID

"NAME YOUR SELVES WITH MY NAME (USE MY NAME) BUT DO NOT NAME YOURSELVES WITH MY KUNYA NAME (i.e ABDUL QASIM). AND WHOEVER SEES ME INA DREM THEN SURLY HE HAS SEEN ME FOR SATAN CAN NOT IMPERSONATE ME. AND WHOEVER TELLS A LIE AGAINST ME (INTENTIONALLY), THEN (SURLY) LET HIM OCCUPY HIS SEAT IN HELL-FIRE."

****

DEDICATED TO.....

THE SUBLINE LOVE OF OUR RESPECTED PARENTS AND TEACHERS, WHO HAVE PUT ALL THEIR EFFORTS TO MAKE US STAND WHERE WE ARE TODAY & WHOSE HANDS ALWAYS RAISED IN PRAYERS FOR US.....

ACKNOWLEDGEMENTS

All the praises and thanks for almighty ALLAH, the most Merciful, the most Beneficent, the Gracious and Compassionate, who born me in a Muslim community and blessed me with health, thoughts talented teachers , helping friends to complete this work.

We offer my sentiments to "HAZRAT MUHAMMAD(peace and Blessing of ALLAH be upon him) who is forever a model of guidance and knowledge for humanity.

With profound gratitude and deep sense of devotion, We wish to thank our worthy supervisor "DR.GHULAM MUHAMMAD" Director Computer Centre for his valuable suggestions, inspiring guidance, skillful supervision & constructive criticism in the completion of project.

Our gratitude will remain incomplete, if we don't mention contribution of our respected teacher "MR. ABDUAL SUBHAN & "MR.CH.MUHAMMAD YAQOOB ASSISTANT MECHANICAL ENGINEER PAKISTAN RAILWAYS) for their help and co-operation in a variety of ways in the completion of project.

Our success really the fruit of sincerest prayers of our parents, who always prayed for our success and for inspiring us to each higher goal in every sphere of life... ....

May ALLAH Almighty give them long and happy life "AAMEEN".
We also express our love and regards for other staff and lab. Members of the computer centre for their friendly co-operation during our studies.

Finally we apologies, if we have caused anger or offence to any body.

EJAZ AHMED CH.

MUHAMMAD ASGHAR SAEED.

DECLARATION

We declare that this software, neither as a whole nor as a part has been copied from any other source. It is further declared that we have completed our final project of "POST GRADUATE DIPLOMA" in Computer Sciences/Information Technology successfully as a result of our own struggle and research. No portion of this whole work presented in this report has been submitted in support of any application for any other degree or qualification of this or any other University or institute of learning.

If any part of the project and write up is proved to be copied out or there is any duplication of code, then we will be responsible for the consequences.

Date: 25/09/2003

1. Ch. Ejaz Ahmed
2. Mohammad Asghar Saeed. M. A. Saeed

PROJECT BRIEF

PROJECT TITLE

"PAKISTAN RAILWAYS SYSTEM"

OBJECTIVE

"To COMPUTERIZE PAKISTAN RAILWAYS SYSTEM
Regarding to different services like:

- **Booking system.**
- **Driver 's duty.**
- **Passenger enquiry. "**

SUPERVISED BY:

Dr. Ghulam Muhammad.

(Director Computer Centre)

STARTING DATE:

July 03, 2003.

COMPLETION DATE:

September 20, 2003

LANGUAGE USED:

MICROSOFT ACCESS 2000

SYSTEM USED:

PENTIUM-III

OPERATING SYSTEM:

WINDOWS-98

DEPARTMENT OF COMPUTER CENTRE
QUAID-I-AZAM UNIVERSITY, ISLAMABAD.

FINAL APPROVAL

This is certified that we have read the thesis submitted by:

1. EJAZ AHMED CH.
2. MUHAMMAD ASGHAR SAEED.

students of Computer Centre.

Our judgment this dissertation is of sufficient standards to warrant its acceptance by the QUAID-I-AZAM University for the award of "POST GRADUATE DIPLOMA " in Computer Science.

Submitted to.....

- EXTERNAL EXAMINAR.

.....

- SUPERVISOR.

(Dr. Ghulam Muhammad.)

.....

- DIRECTOR.

(Dr. Ghulam Muhammad.)

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CHAPTER #1

History of Pakistan Railways

Pakistan Railways provides an important mode of Transportation in the farthest corners of the country and brings them closer for Business; sight seeing, pilgrimage and education. It has been a great integrating force and forms the lifeline of the country by catering to its needs for large scale movement of people and freight.

The possibility of Karachi as a sea port was first noticed in the mid of 19th century and Sir Henry Edward Frere who was appointed Commissioner of Sind after its annexation with Bombay in 1847 sought permission from Lord Dalhousie to begin survey of sea port. He also initiated the survey for Railway line in 1858. It was proposed that a railway line from Karachi City to Kotri, steam navigation up the Indus /Chenab upto Multan and from there an other railway to Lahore and beyond be constructed.

It was on 13th May, 1861 that first railway line was opened for public traffic between Karachi City and Kotri, the distance of 105 miles. The line between

Karachi City and Keamari was opened on 16.6.1989.By 1897 the line from Keamari to Kotri was doubled.

The railway line from Peshawar to Karachi closely follows Alexander's line of March through the Hindu Kush to the sea. Different sections on existing main line from Peshawar to Lahore and Multan and branch lines were constructed in the last quarter of 19th century and early years of 20th century.

The 4 sections i.e.Scinde railways, Indian Flotilla company Punjab railway and Delhi railways working in a single company were later on amalgamated into Scinde, Punjab & Delhi railways company and was purchased by the Secretary of State for India in 1885 and in January, 1886 it was named North Western State Railways which was later on renamed as North Western Railways.

At the time of partition, North Western Railway's 1847 route mile was transferred to India leaving route miles 5048 to Pakistan.

In 1954 the railway line was extended to Mardan and Charsada section and in 1956 Jacababad-Kashmore 2'-6'' line was converted into broad gauge. Kot Adu-

Kashmore line was constructed between 1969 to 1973 providing an alternate route from Karachi to up country.

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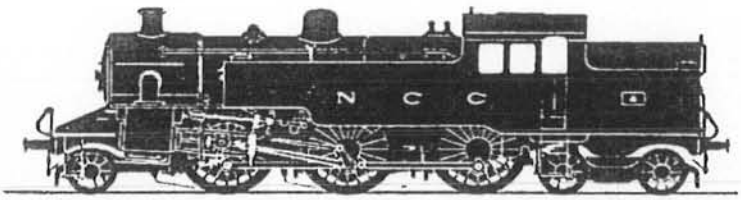
CHAPTER # 2

PAKISTAN RAILWAYS SYSTEM



We can divide this existing system into three categories.

1. P.B.U (PASSENGER BUSINESS UNIT)
2. F.B.U (FRADE BUSINESS UNIT)
3. INFRA BUSINESS UNIT

2.1 P.B.U (PASSENGER BUSINESS UNIT)

This unit deals with:

- Passenger train
- Passenger booking system
- Mechanical wing

PASSENGER TRAIN

It is concerned with the all Passenger trains.

PASSENGER BOOKING SYSTEM

It is concerned with reservations of seats of passengers in different passenger trains and also concerned with the booking of luggage.

MECHANICAL WING

This wing is related with the Powers (Engines) and their mechanical operations.

2.2 F.B.U (FRADE BUSINESS UNIT)

This unit deals with: goods train (usually for all trading transaction as transport from Karachi to Peshawar (round about all over the Pakistan).

2.3 INFRA BUSINESS UNIT

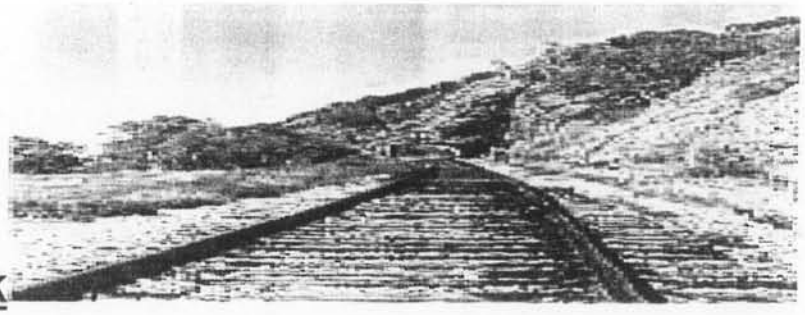
This unit is further sub divided into two categories:

1. **Engineering Cell.** 2. **Administrative Structure.**

- **ENGINEERING CELL.**

This cell is concerned with:

- **TRACK**



1. Maintainess of tracks.
2. Double & single operated tracks

- **BUILDING**

1. Maintainess of buildings

- **ADMINISTRATIVE STRUCTURE.**

It can be understand by the help of following diagram:

1. Pakistan railway ministry

(Its a final authority for making laws and decisions regarding to railway aspects.)

2. **General Manager (GM)**

Higher Commanding officer over all Pakistan Railways

3. **Divisional Superintendent (DS)**

Higher Commanding Officer at the district level.

There are seven Commanding divisions of Pakistan Railways on district levels through out all over Pakistan.

- Divisional Superintendent (DS)-Lahore.
- Divisional Superintendent (DS)-Multan.
- Divisional Superintendent (DS)-Rawalpindi.
- Divisional Superintendent (DS)-Peshawar.
- Divisional Superintendent (DS)-Quetta.
- Divisional Superintendent (DS)-Karachi.
- Divisional Superintendent (DS)-Sukhar.

Under the command of each D.S following officers do work:

- DME'S(DIVISIONAL MECHANICAL ENGG.
- DEN(DIVISIONAL CIVIL ENGG.)
- DTO'S(DIVISIONAL TRAFIC CONTROLL OFFICER)
- DAO'S(DIVISIONAL ACCOUNTS OFFICER)

The detail of remaining officers, which perform their duties under the command of above mentioned Officers, is as:

- DME'S(DIVISIONAL MECHANICAL ENGG.

  ► AME(ASSISTANT MECHANICAL ENGG)

  ►FO'S (POWERS) ► HTXR'S (WEGON'S)

  ► AEN (ASSISTANT CIVIL ENGG)

  ► PWI'S ► IOW 'S

  ► DAAO'S (DIV: ASISTANT ACCOUNTS OFFICER)

  ► ACOUNT'S STAFF.

2.4 OFFICERS WORK-BRIEFING

@. GM(General Manager)

Controls all Commanding Staff of Pakistan Railways

@. DS(Divisional Superintendent)

Controls all Commanding Staff of Pakistan Railways at district level

@. DME'S(Divisional Mechanical Engg).

Controls the Mechanical branch with two aspects:

- Powers (Engines)
- Coaches

@. DEN(Divisional Civil Engg.)

Controls Civil Engineering Environments.

@. DTO'S(Divisional Traffic Control Officer)

Controls the signals, rack & placement of trains on particular tracks.

@. DAO'S(Divisional Accounts Officer)

Controls the Account's department at district level.

@. DCOS'(Divisional Commercial Officer)

Caretaker of Stalls on platforms, tickets & Constructive works.

@. FO'S (Forman loco-motive)

Controls loco-motives in shed.

@. HTXR(Head train adjustment officer)

To monitor the coaches.

CHAPTER #3

Proposed System

After studying the nature of existing system and problem in receiving and updating the information a new computer based system is purposed in order to meet the requirements of the user. The purposed system is computerized and has electronic data processing which makes the system more efficient, economical, and reliable and error free.

This chapter explains the objectives of the purposed system, its differences from the existing system, input of the system and describe the software and hardware selection.

3.1 PHASES OF THE PURPOSED SYSTEM

- Analyzing the problem.
- Requirement Specification
- File Designing
- Program designing
- Developments.

3.2 REQUIREMENT SPECIFICATION

- Output specification
- Input specification
- Processing specification

3.3 OUTPUT SPECIFICATION

Output is specified first to define the goal. i.e. "The Required Result ".

Specification of result is both in visual and printed form.

3.4 INPUT SPECIFICATION

Specification of the input is also in both visual and printed form. Visual charts may be drawn up for input data. Another approach is simply to list the filed name, field location and types of data.

3.5 PROCESSING SPECIFICATION

The processing requirements where by input will be transferred into required output, also must be spelled out in detail.

3.6 FILE DESIGNING

All purposed file must be normalized to minimize redundancy. The whole database must be in at least third normal form, where a database is a collection of related data (files) about an enterprise with multiple uses. The major concept of relational data model used in developing the conceptual model is the normalization process. Simple normalization process is the process of grouping the data elements into table representing entities and their relationships. The normalization rules can be viewed as:

3.7 FIRST NORMAL FORM

A relation is in first normal form is all underlying domain contains atomic

Values.

3.8 SECOND NORMAL FORM

A relation is in second normal form if and only if it is in first normal form and every non key attribute is fully functional dependent on the primary key.

3.9 THIRD NORMAL FORM

A relation is in third normal form if and only if it is in second normal form and no non key attribute depends on the other non key attribute.

3.10 OBJECTIVES OF THE PURPOSED SYSTEM

- To convert the manual processing into computerized processing.
- To reduce extra paper work
- To reduce the number of documents
- The retrieve information quickly
- To reduce chances of errors.

3.11 CHARACTERISTICS OF THE PROPOSED SYSTEM

Following are the characteristic that system may contain.

- **ACCURACY**

The system should accurate and error free information needed for decision making.

- **USER FRIENDLY**

Authorized staff should communicate with the system through simple conversion. No specialized computer staff should be needed.

- **EFFICIENCY**

The purposed system should be faster and efficient.

- **DATA SECURITY**

It must refer to the protection of data from any loss or destruction. The data required for decision making is very important and valuable.

- **RELIABILTY**

The purposed system should me be more reliable than the existing system.

- **PRODUCTIVITY**

A significant reduction in clerical task leads to more improved staff productivity.

- **ECONOMY**

The purposed system should be more cost beneficial as compared to the existing system.

- **QUERIES**

One major objects of establishing a data base us to retrieve information quickly and efficiently. Queries are the standard that retrieves the information on the screen in any combination.

Queries in the purposed system have been provided, keeping in mind , the questions that may be arise in the user mind regarding the retrieval of desired information from the system.

- **REPORTS**

Reports are also form of queries that is printed on paper. The reports produced by the system are well formatted, detailed and according to the user requirement. The report could also be helpful for the management of institution's progress.

- **CHECKS**

Various checks are implemented in the system particularly on data entry, updating and deleting the module to ensure data validity, integrity and consistency. These checks will prevent the user from entering data. Some Checks are built in and some are self determined.

- **SOFTWARE SELECTION**

Software selection is very important and it depends on the problem that you are going to solve. There are three aspects of data bases, Input, Output and the program that manages all the options and storage of information. It is very important to choose suitable software.

3.10 HARDWARE CONSIDERATIONS

The hardware and operating system requirements for the purposed system are:

Processor:	**266 MHZ**
Main Memory:	**128 MB**
Hard Disk:	**4GB**
Monitor:	**VGA Color Monitor**
Printer:	**Laser Printer/Dot Matrix**
Operating System:	**Windows 98/NT**

CHAPTER # 4

TESTING

4.1 SYSTEM TESTING

The objective of testing is to determine whether the program satisfies the requirements of the user or not. It will not satisfy some requirements, if it still contains some errors. All the newly written or modified application programs as well as new procedural manuals, new hardware and all the system interfaces must be tested thoroughly. Haphazard, trial-and-error testing will not suffice.

Testing is done through system developments not just at the end. It is meant to turn up here to fore unknown problem. Not to demonstrate the perfection of the programs, manuals or equipment. Although testing is tedious, it is an essential serious of steps that assure the quality of eventual system. It is for less disruptive to test before hand then to have poorly tested system fail after installation. Testing is done on many different levels at various intervals. Before the system is put into production, all programs must be desk checked to see if modules work together with one another as planned. A system is tested for online response, volume of transactions, stress, recovery from failure and usability the system as a working whole must also be tested. This includes testing the interfaces between the subsystem documentation and output.

4.2 PROCEDURE FOR SYSTEM TESTING

- Unite testing is testing changes made in existing or new program.
- Sequential or series testing is checking the logic of one or more program in candidates system where the output of one program will effect the processing done by another program.

- System testing is executing a program to check logic, changes made in it and with the intention of finding errors making the program fail.
- Effective testing does not guarantee reliability. Reliability is a design consideration.
- Positive testing is making sure that new program does in fact process certain transaction according to specifications.
- Acceptance testing is running the system with live data by actual user.

4.3 PROGRAM TESTING WITH TEST DATA

Much of the responsibility for program testing resides with the original author of each program. At this stage programmer must first desk cheek their programs on paper to check weather the routine works as it is written? Next programmers must create both valid test data. These data are then run to see if base routines work and also catch errors.

4.4 LINK TEST WITH TEST DATA

When programs pass desk checking and checking with test data they must go through link testing which is also referred to as a string testing. Link testing check to see if programs that are independent actually work together as planned.

4.5 FULL SYSTEM TESTING WITH TEST DATA

When link test are satisfactory concluded the system as a complete entity must be tested. At this stage operators and_ user become actively involved in testing. Test dated created by system analyst for the express purpose of testing system objectives are used.

4.6 FULL SYSTEM TESTING WITH LIVE DATA

When system using test data prove satisfactory it is a good idea to try a new system with several passes on what is called LIVE DATA that have been successfully processed through an existing system.

4.7 VOLUME TESTING

In this test we create as many records as would normally be produced to verify that the hardware and software will function correctly .The user is usually asked to provide test data for volume testing.

4.8 STRESS TESTING

The purpose to stress testing is to prove that the candidate system does not malfunctions under peak loads .Unlike volume testing where time is not a factor, it subjects the system to a high volume of data over a short time period .This stimulates an online environment where a high volume of activities occurs in spurts .

4.9 RECOVERY AND SECURITY

A force system failure is induced to test a backup recovery procedure for file integrity in accurate data are entered to see how the system responds in terms of errors deduction and protection .Related to file integrity is test to demonstrate that data and programs are secured from unauthorized access.

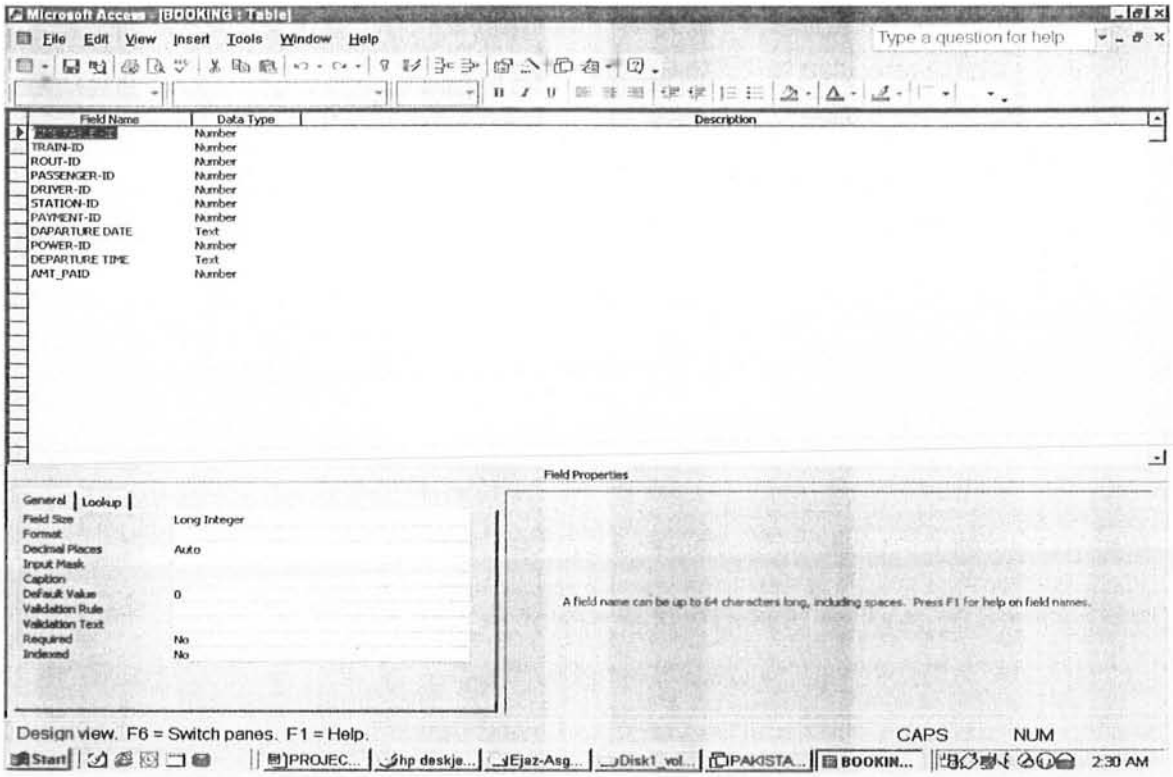
4.10 DEBUGGING THE PROGRAM

If during the test procedure any error is found or if the program is not working correctly, then it needs to be debugged, where debugging means to locate and remove errors.

4.11 DOCUMENTING THE PROGRAM

Documentation includes paper work, English language descriptions, diagrams, forms, users guide, input output specifications, flow charts etc. Documentation is necessary other wise it will be difficult to add capabilities and

modify the program as requirements change are tested program is often stores on disc or tape while a program may be capable to fulfilling the task for which it was designed, the program will be difficult to use unless the operator knows the inputs necessary for the program and the output it produces.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ROUT-ID Number
PASSENGER-ID Number
DRIVER-ID Number
STATION-ID Number
PAYMENT-ID Number
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POWER-ID Number
DEPARTURE TIME Text
AMT_PAID Number
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Format
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Caption
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Design view. F6 = Switch panes. F1 = Help.
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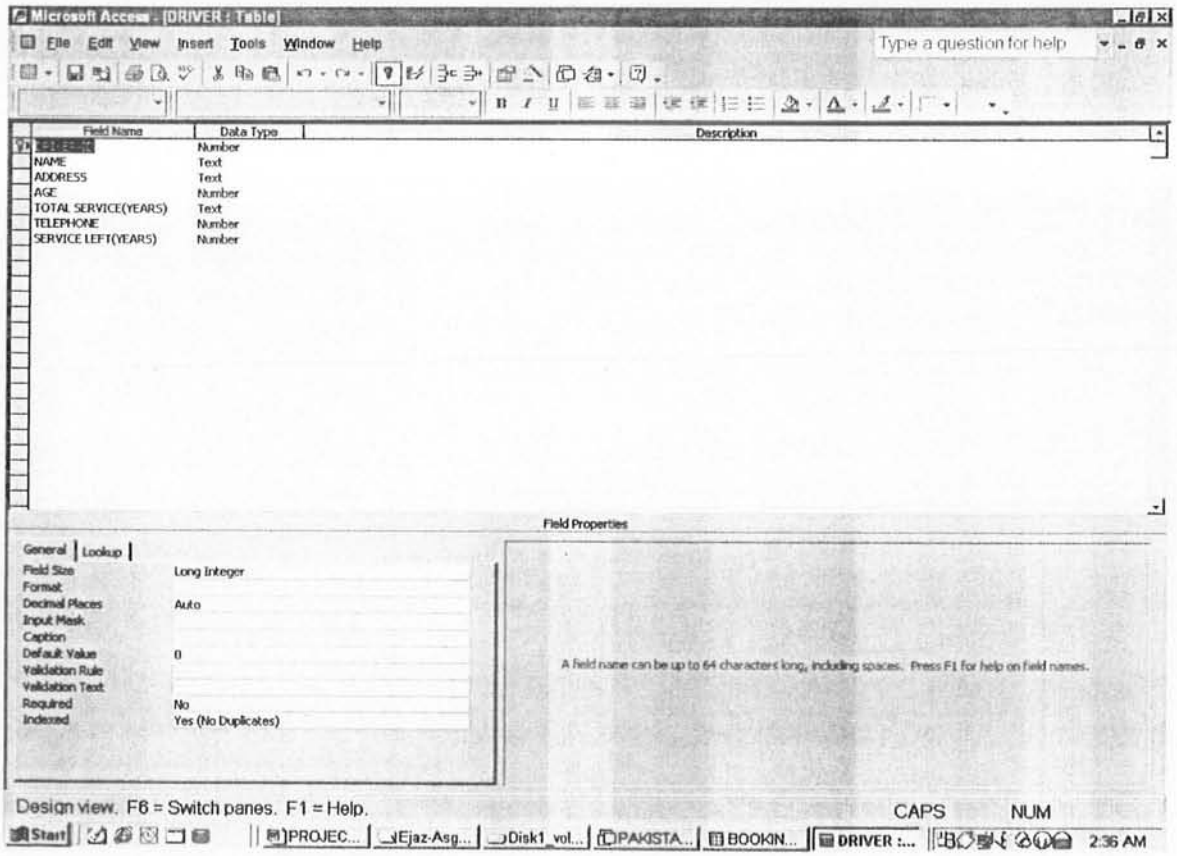
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TOTAL SERVICE(YEARS) Text
TELEPHONE Number
SERVICE LEFT(YEARS) Number
Field Properties
General Lookup
Field Size Long Integer
Format
Decimal Places Auto
Input Mask
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Design view. F6 = Switch panes. F1 = Help.
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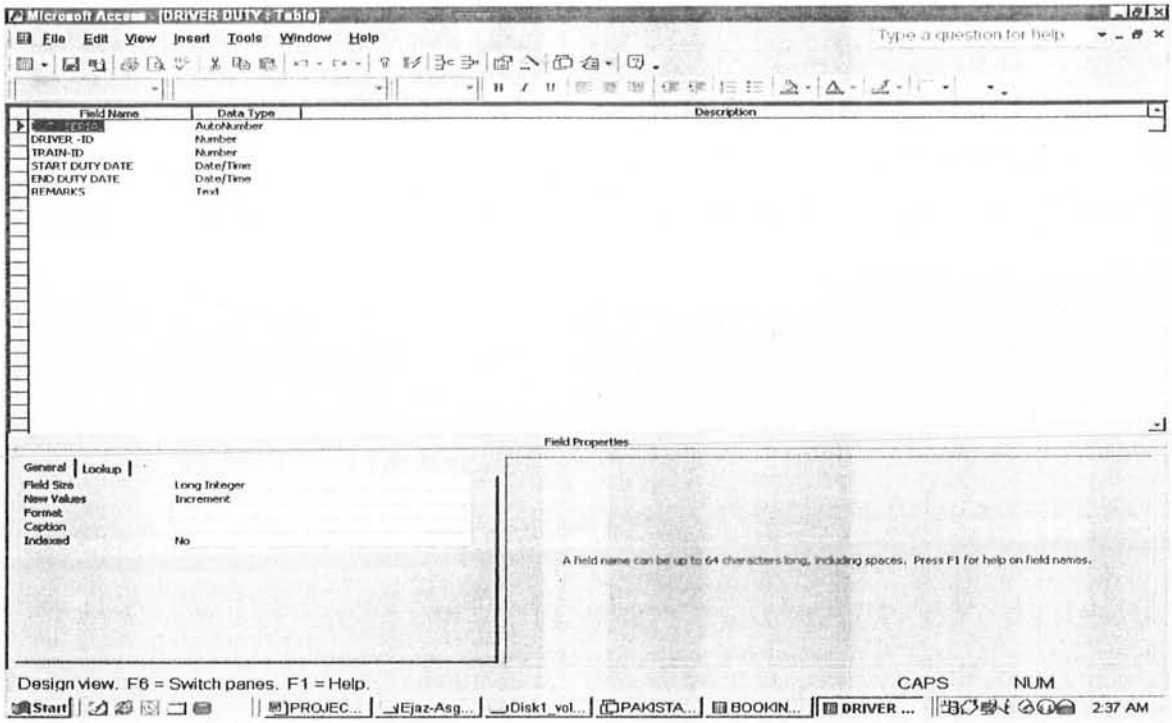
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TRAIN-ID
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Date/Time
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Design view. F6 = Switch panes. F1 = Help.
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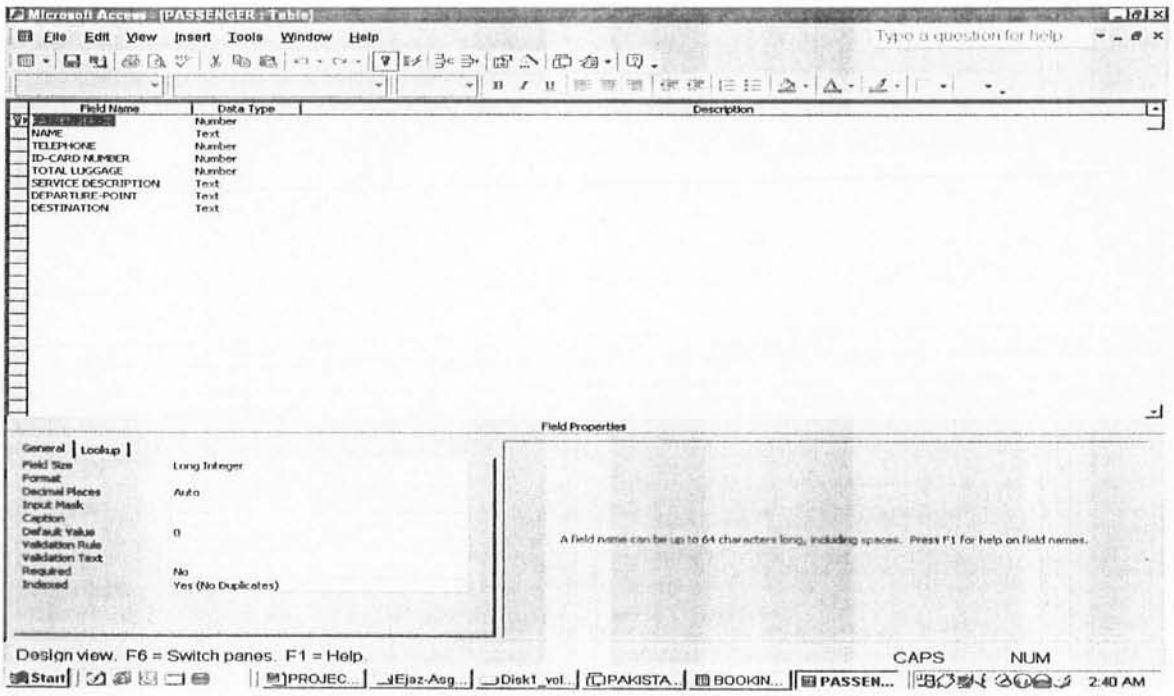
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Description
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Text
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Number
ID-CARD NUMBER
Number
TOTAL LUGGAGE
Number
SERVICE DESCRIPTION
Text
DEPARTURE-POINT
Text
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Text
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A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
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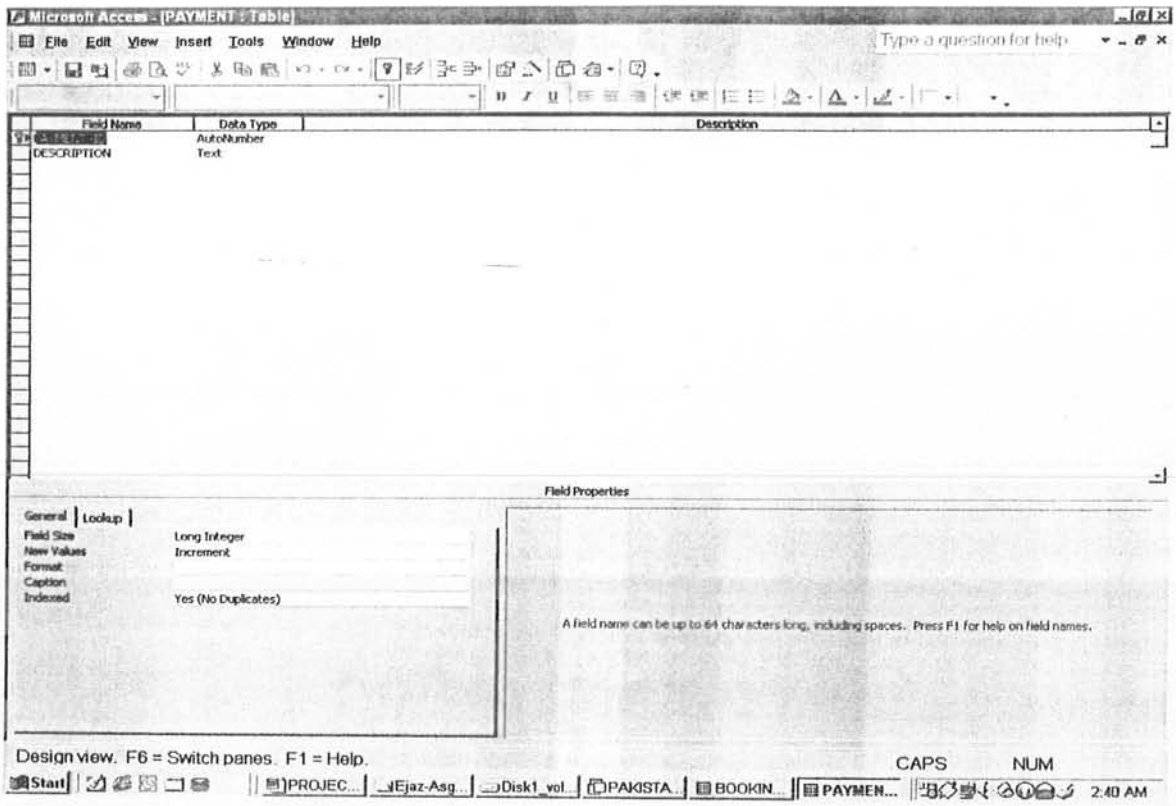
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Format
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Design view. F6 = Switch panes. F1 = Help.
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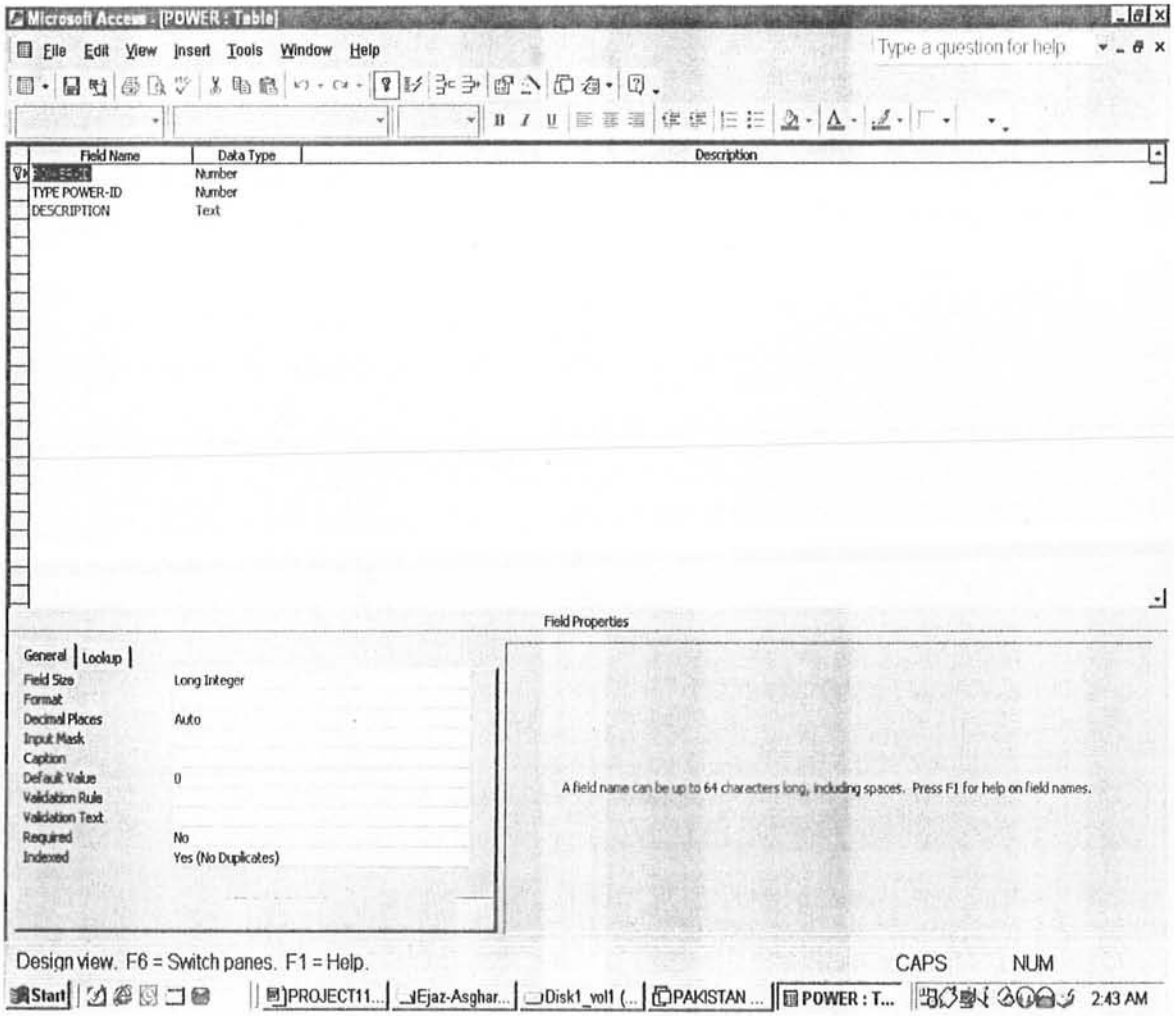
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Description
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Number
DESCRIPTION
Text
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Lookup
Field Size
Long Integer
Format
Decimal Places
Auto
Input Mask
Caption
Default Value
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Validation Rule
Validation Text
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Indexed
Yes (No Duplicates)
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
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PAKISTAN ...
POWER : T...
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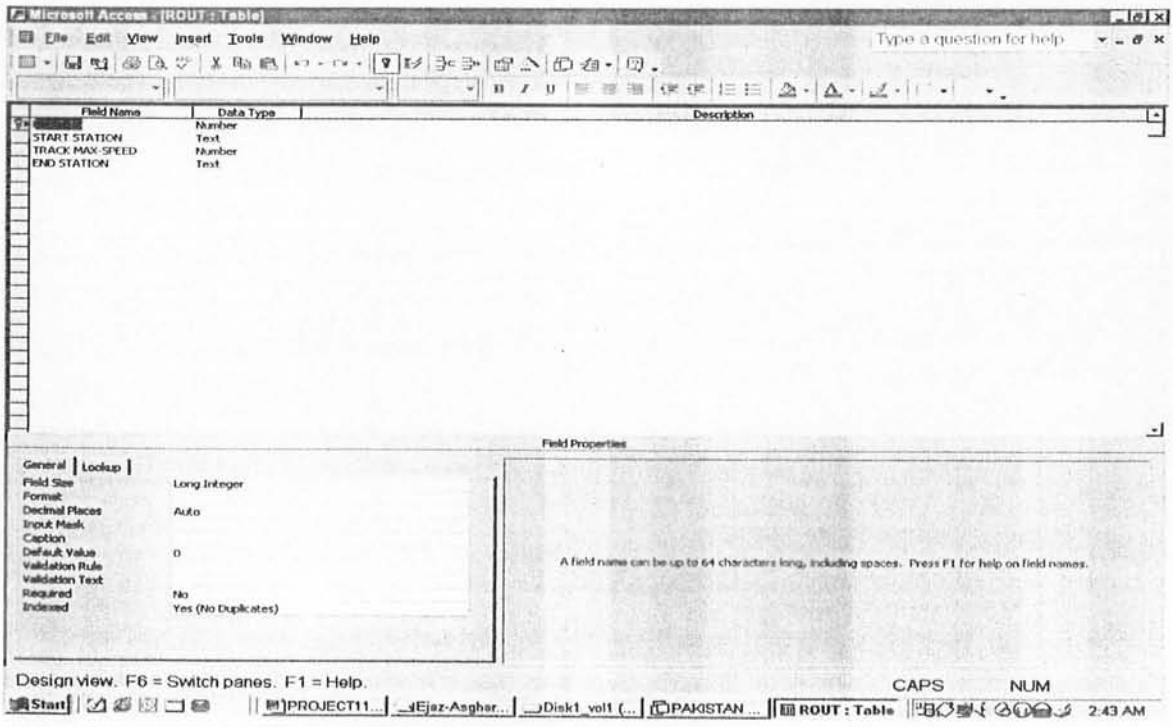
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Data Type
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TRACK MAX-SPEED
Number
END STATION
Text
Field Properties
General
Lookup
Field Size
Long Integer
Format
Decimal Places
Auto
Input Mask
Caption
Default Value
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Indexed
Yes (No Duplicates)
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
CAPS
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PROJECT11...
Ejaz-Asghar...
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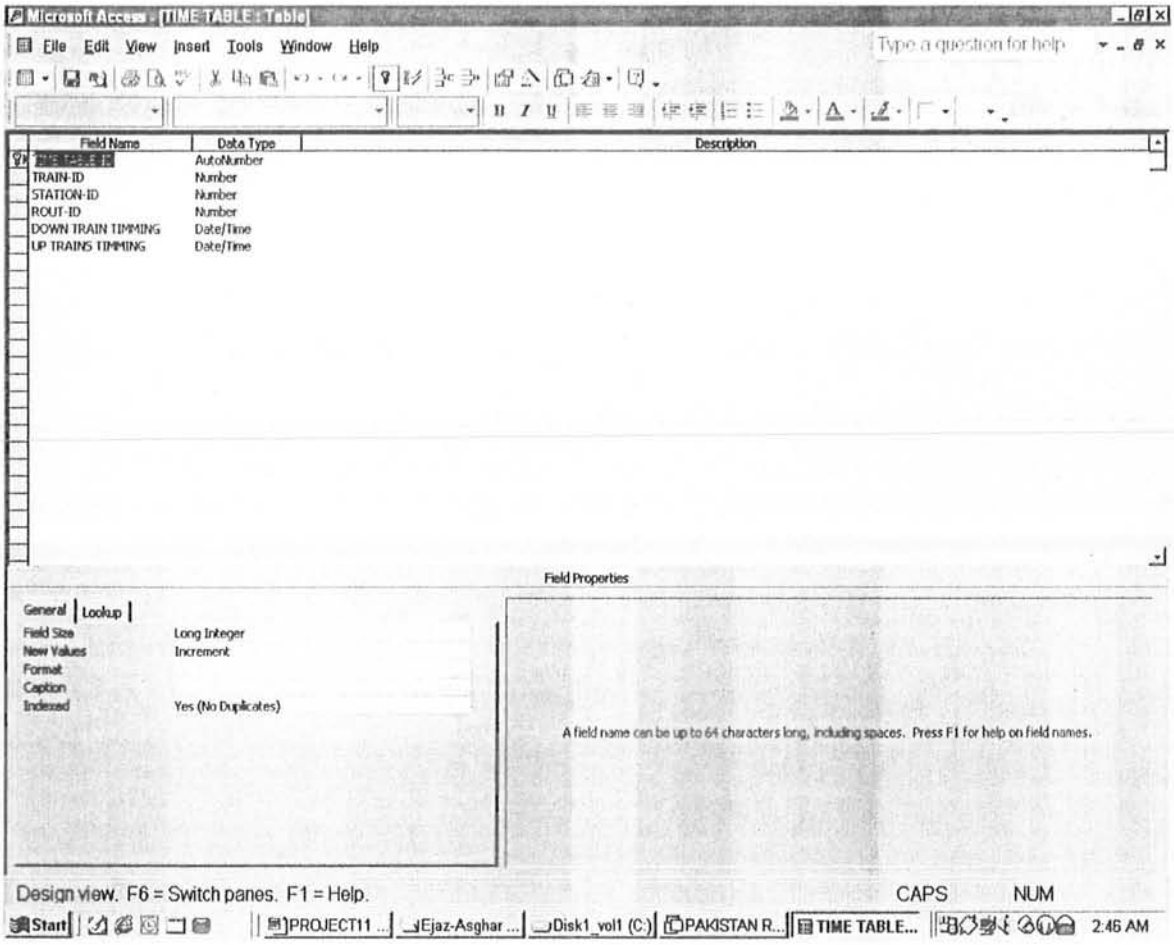
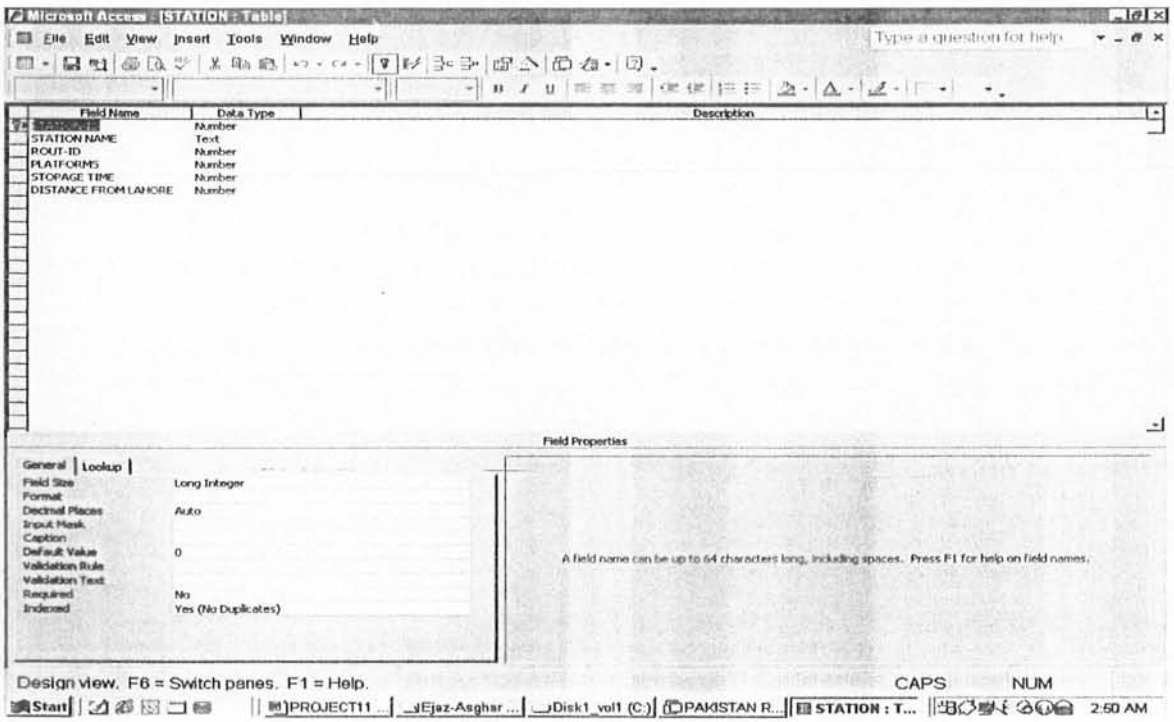
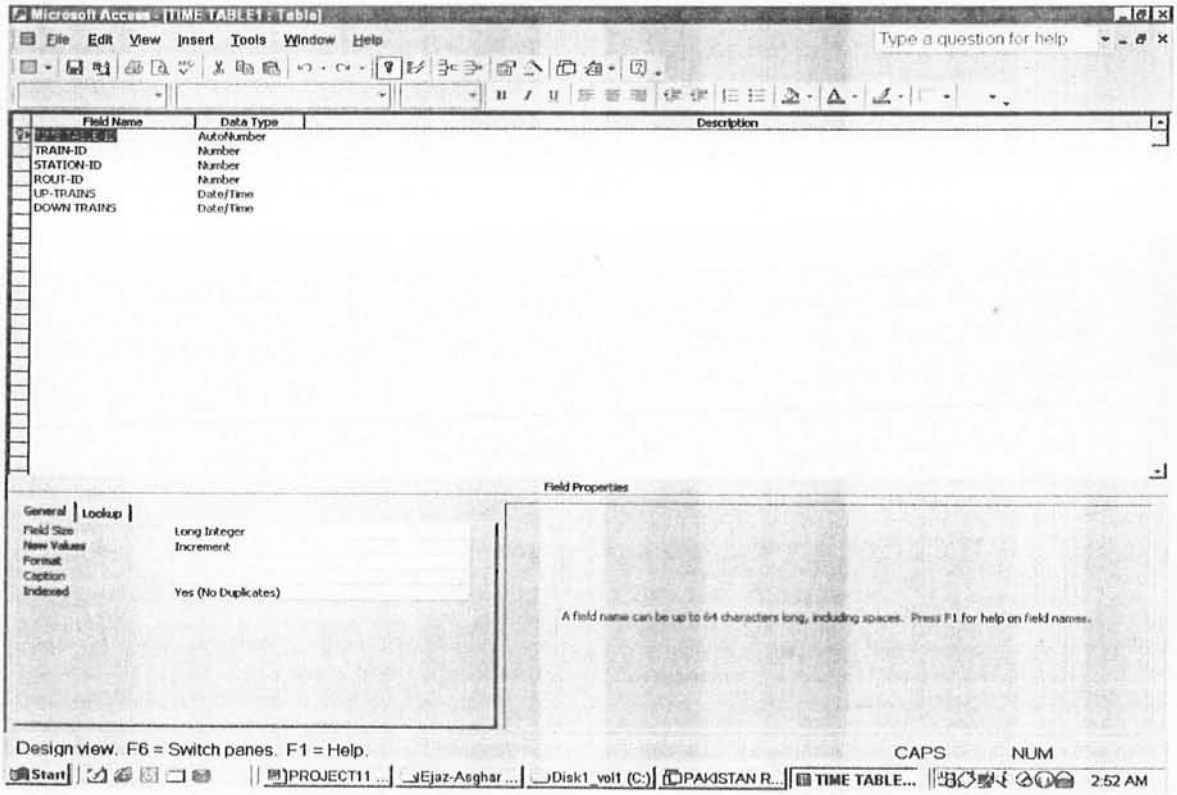
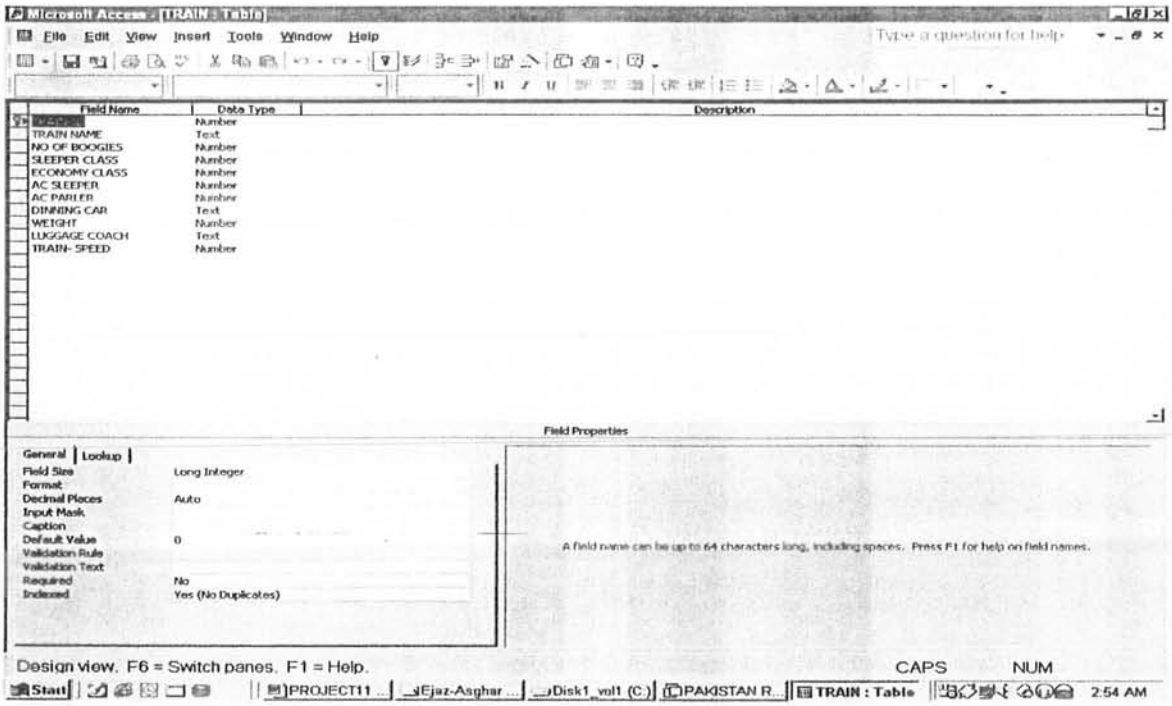
ROUT : Table
2:43 AM

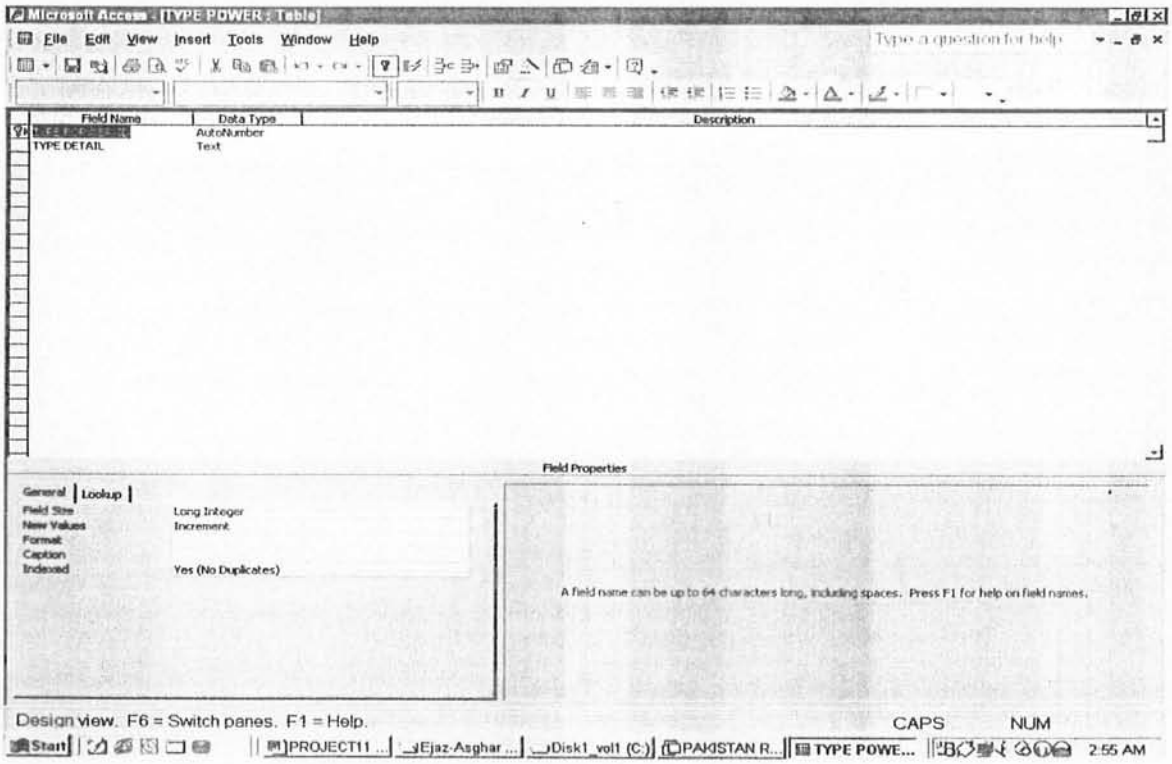

Microsoft Access - [TIME TABLE : Table]
File Edit View Insert Tools Window Help
Type a question for help
Field Name
Data Type
Description
TIME TABLE ID
AutoNumber
TRAIN-ID
Number
STATION-ID
Number
ROUT-ID
Number
DOWN TRAIN TIMMING
Date/Time
UP TRAINS TIMMING
Date/Time
Field Properties
General
Lookup
Field Size
Long Integer
New Values
Increment
Format
Caption
Indexed
Yes (No Duplicates)
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
CAPS
NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
TIME TABLE...
2:46 AM


Microsoft Access - [STATION : Table]
File Edit View Insert Tools Window Help
Type a question for help
Field Name
Data Type
Description
STATION ID
Number
STATION NAME
Text
ROUT-ID
Number
PLATFORMS
Number
STOPAGE TIME
Number
DISTANCE FROM LAHORE
Number
Field Properties
General
Lookup
Field Size
Long Integer
Format
Decimal Places
Auto
Input Mask
Caption
Default Value
0
Validation Rule
Validation Text
Required
No
Indexed
Yes (No Duplicates)
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
CAPS
NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
STATION : T...
2:50 AM

Microsoft Access - [TIME TABLE SYSTEM : Table]
File Edit View Insert Tools Window Help
Type a question for help
Field Name
Data Type
Description
TRAIN-ID
STATION-ID
ROUT-ID
ARRIVAL TIME
DEPARTURE TIME
AutoNumber
Number
Number
Number
Date/Time
Date/Time
Field Properties
General
Lookup
Field Size
New Values
Format
Caption
Indexed
Long Integer
Increment
No
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
CAPS
NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
TIME TABLE...
2:52 AM


Microsoft Access - [TIME TABLE1 : Table]
File Edit View Insert Tools Window Help
Type a question for help
Field Name
Data Type
Description
TRAIN-ID
STATION-ID
ROUT-ID
UP-TRAINS
DOWN TRAINS
AutoNumber
Number
Number
Number
Date/Time
Date/Time
Field Properties
General
Lookup
Field Size
New Values
Format
Caption
Indexed
Long Integer
Increment
Yes (No Duplicates)
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
CAPS
NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
TIME TABLE...
2:52 AM


Microsoft Access - [TRAIN : Table]
File Edit View Insert Tools Window Help
Type a question for help
Field Name
Data Type
Description
TRAIN NAME
Text
NO OF BOOGIES
Number
SLEEPER CLASS
Number
ECONOMY CLASS
Number
AC SLEEPER
Number
AC PANTER
Number
DINNING CAR
Text
WEIGHT
Number
LUGGAGE COACH
Text
TRAIN- SPEED
Number
Field Properties
General
Lookup
Field Size
Long Integer
Format
Decimal Places
Auto
Input Mask
Caption
Default Value
0
Validation Rule
Validation Text
Required
No
Indexed
Yes (No Duplicates)
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
CAPS
NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
TRAIN : Table
2:54 AM


Microsoft Access - [TYPE POWER : Table]
File Edit View Insert Tools Window Help
Type a question for help
Field Name
Data Type
Description
TYPE DETAIL
AutoNumber
Text
Field Properties
General
Lookup
Field Size
Long Integer
New Values
Increment
Format
Caption
Indexed
Yes (No Duplicates)
A field name can be up to 64 characters long, including spaces. Press F1 for help on field names.
Design view. F6 = Switch panes. F1 = Help.
CAPS
NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
TYPE POWE...
2:55 AM

4.13 QUERIES

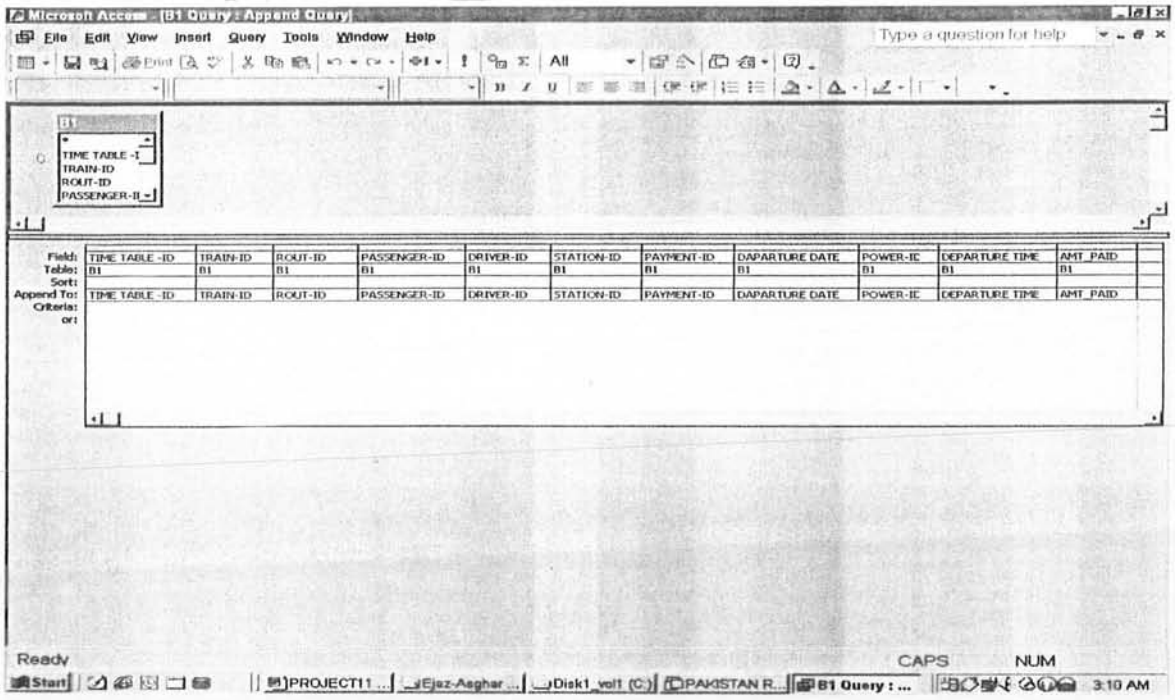
There are few examples of queries.

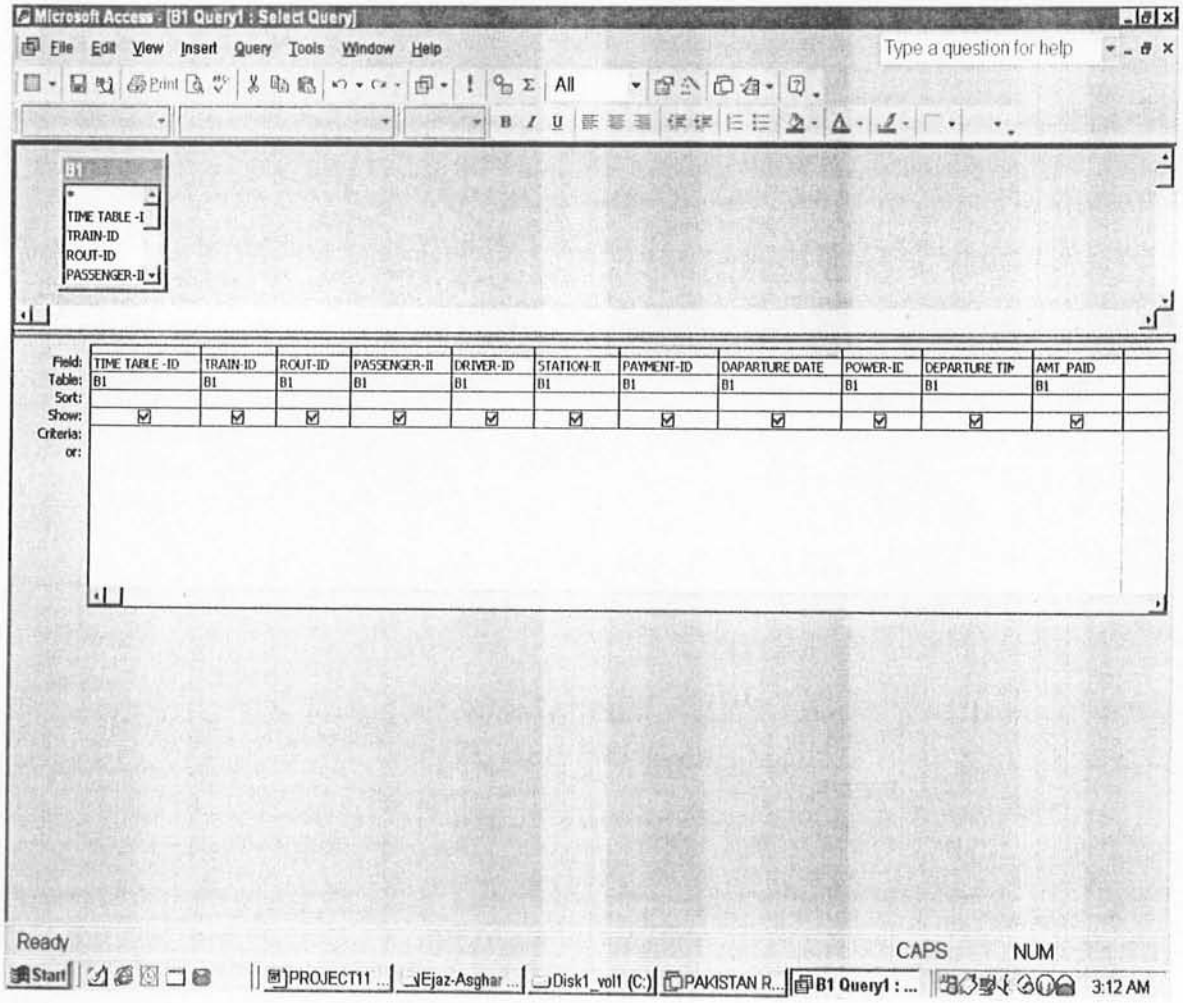
- List of all the trains running on the particular route .
- List of trains on all the routes.
- List of engines connected with particular trains.
- List of trains connected with particular engines.
- List of passengers on particular train on particular date.
- List of passengers of particular train for duration of one week.
- List of passengers of all trains in particular route.
- List of passengers of particular train for particular route.
- List of passengers of all trains for all routes on particular date.
- Total luggage of a particular train on a particular date.
- Total luggage of a particular train on particular route.
- Total luggage of all trains in a particular route on a particular date.
- Total luggage of passengers of a particular train on all routes on a particular date.
- Total luggage of all trains of any two routes on a particular date.
- Total luggage o fall trains on all routes (for a week).
- List of engines connected with all the trains on a particular route.
- List of engines connected with those trains having speed greater than 60 on a particular route.

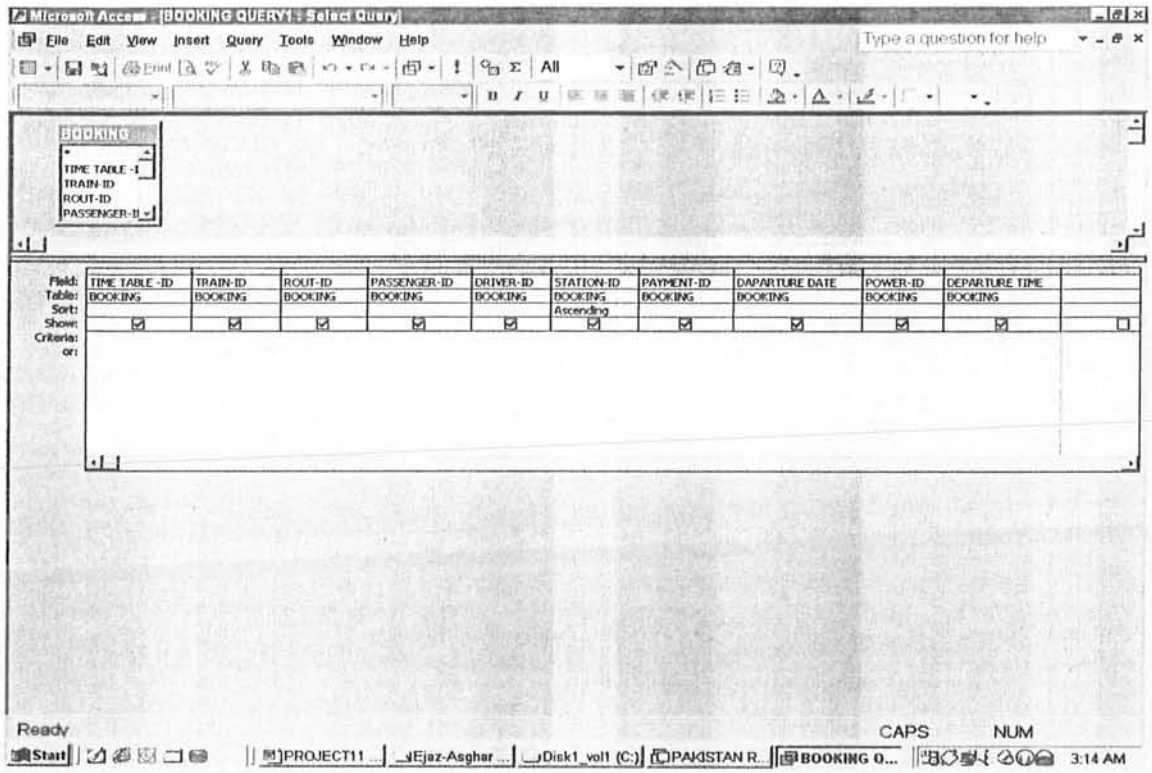
- List of engines connected with trains having speed greater than 60 on all routes.
- List of passengers (Govt. servants) on a particular train on a particular route on a particular date.
- List of passengers (Govt. servants) on all trains on all routes on a Particular date.
- List of passengers (private) on particular train on a particular route on a particular date.
- List of passengers (private) on all trains on all trains on a particular date.
- Total number of boogies connected with a particular train at a particular route on a particular date .
- Total number of boogies connected with all trains on particular date.
- Total number of boogies connected with a particular train at a particular route for a particular week.
- Total number of boogies connected with all trains at all routes on a particular week

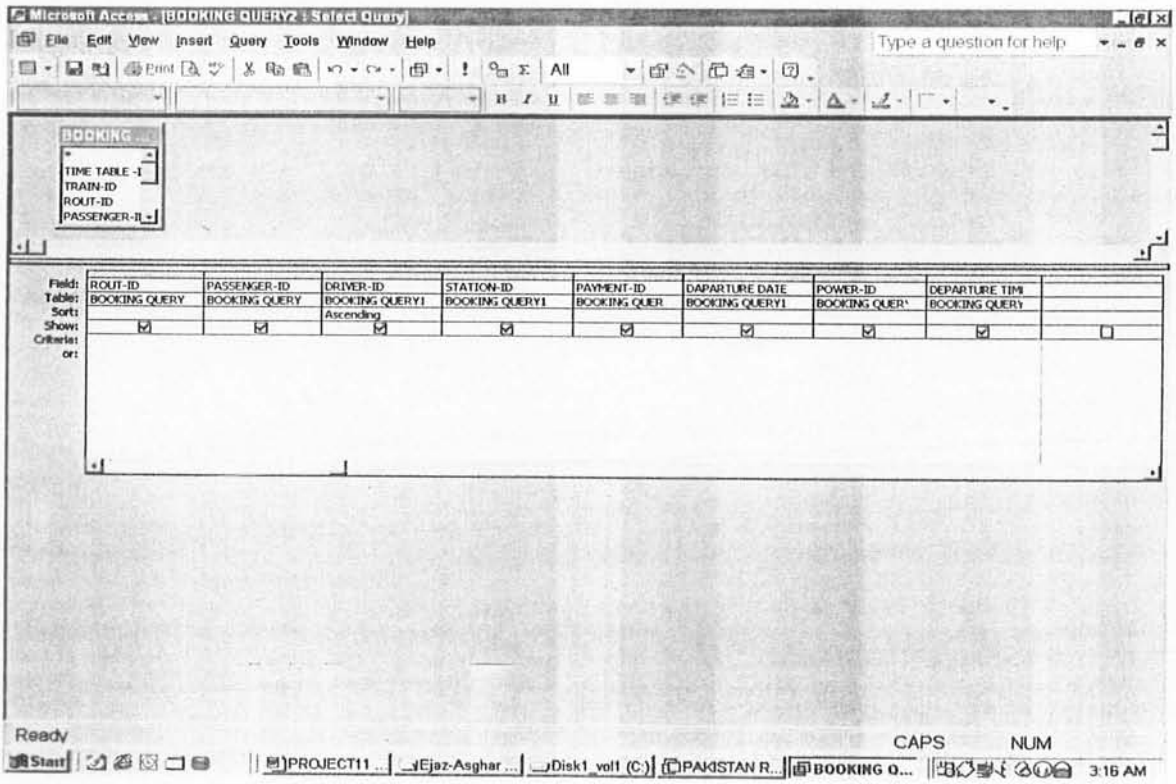
NOTE:

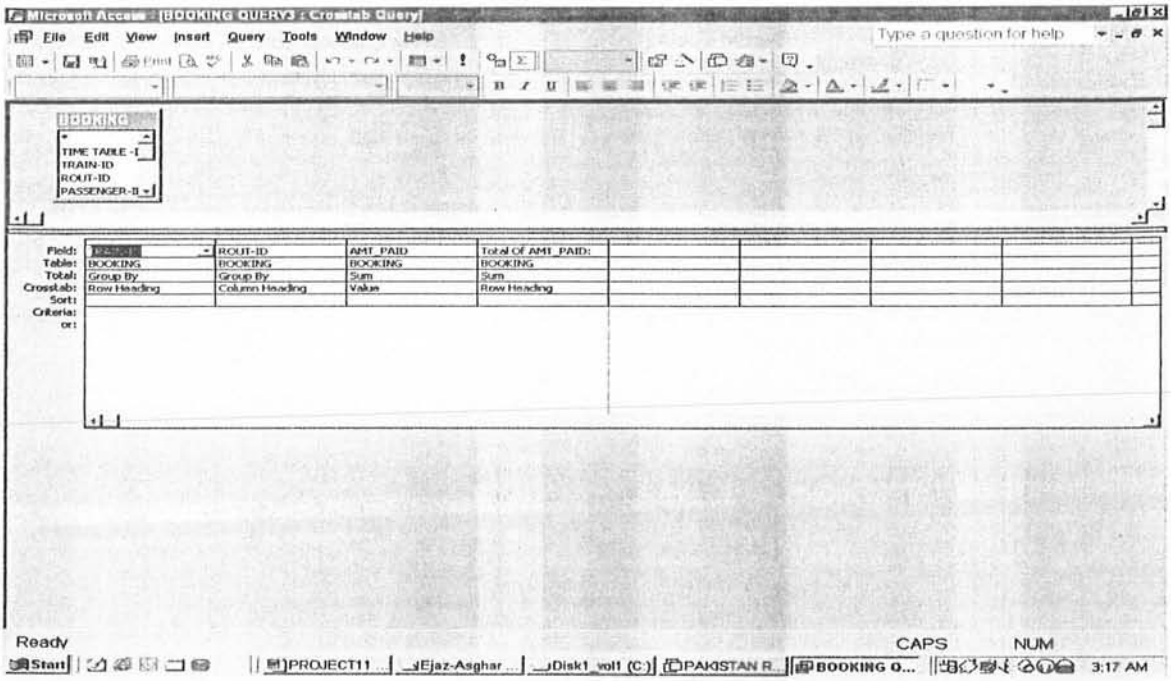
We can add or make so many queries according to the requirements, above mentioned queries are just few examples regarding to system.

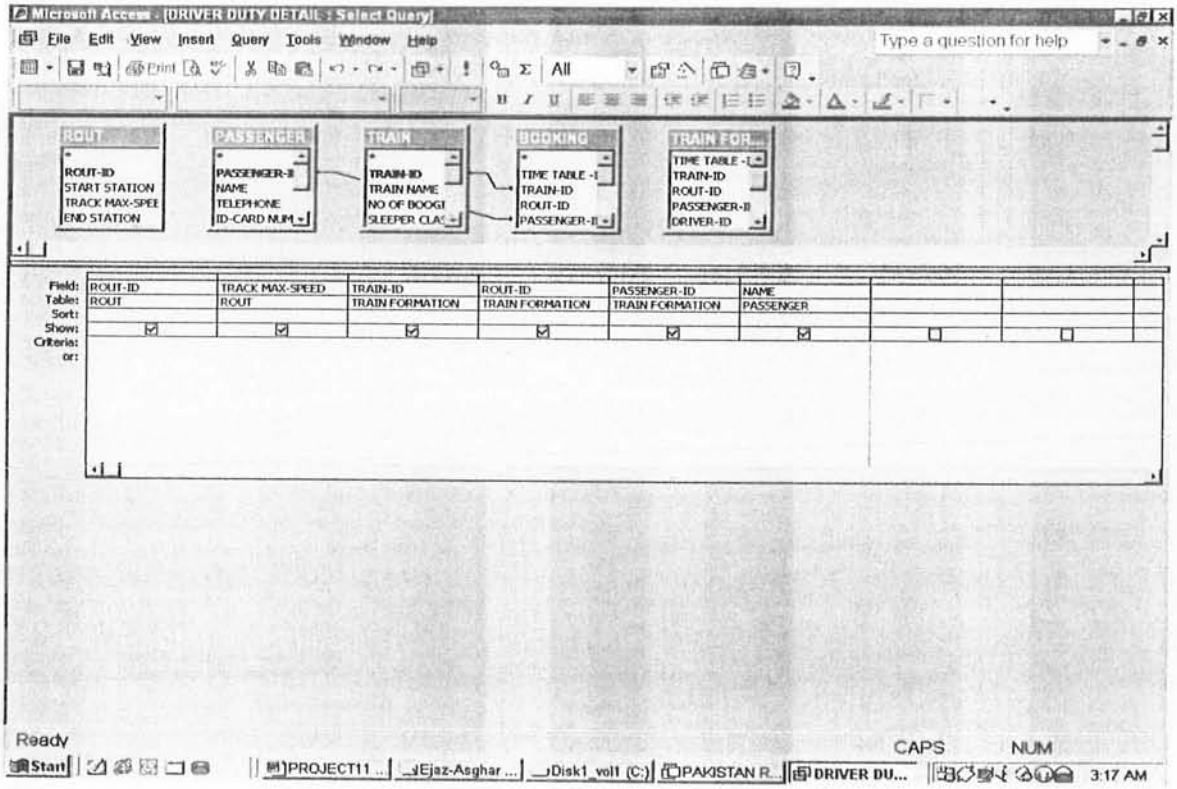

Microsoft Access - [B1 Query : Append Query]
File Edit View Insert Query Tools Window Help
Type a question for help
B1
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: TIME TABLE -ID | TRAIN-ID | ROUT-ID | PASSENGER-ID | DRIVER-ID | STATION-ID | PAYMENT-ID | DAPARTURE DATE | POWER-IE | DEPARTURE TIME | AMT_PAID
Table: B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1
Sort:
Append To: TIME TABLE -ID | TRAIN-ID | ROUT-ID | PASSENGER-ID | DRIVER-ID | STATION-ID | PAYMENT-ID | DAPARTURE DATE | POWER-IE | DEPARTURE TIME | AMT_PAID
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
B1 Query : ...
3:10 AM

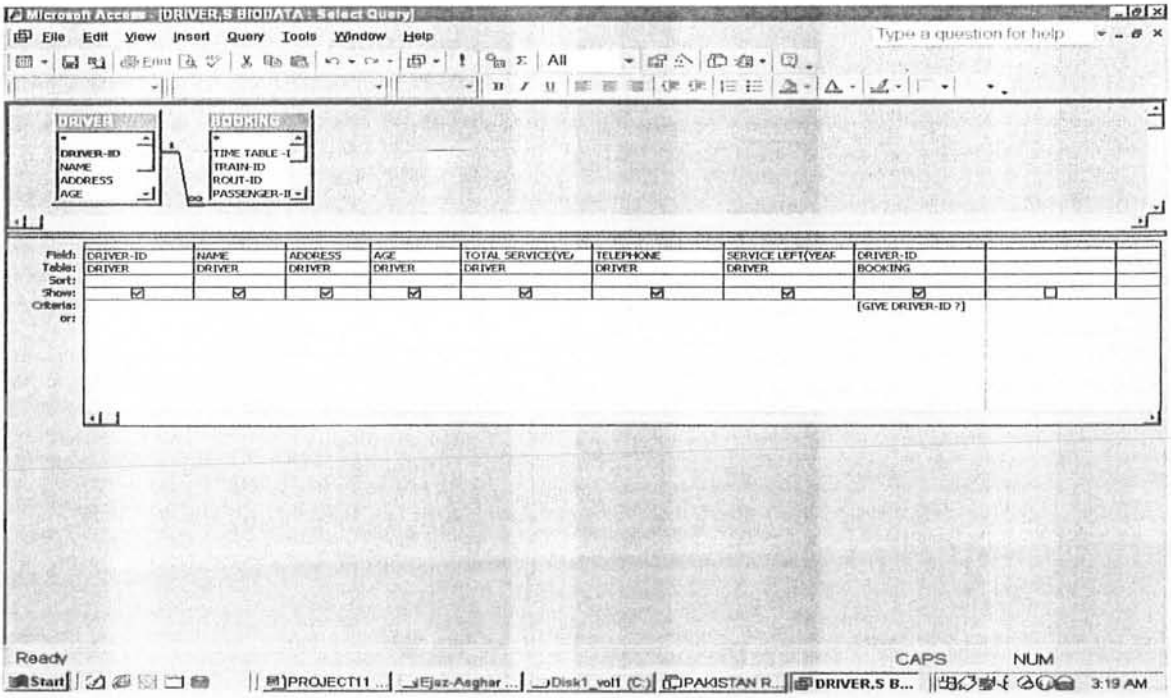

Microsoft Access - [B1 Query1 : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
B1
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: TIME TABLE -ID | TRAIN-ID | ROUT-ID | PASSENGER-II | DRIVER-ID | STATION-II | PAYMENT-ID | DAPARTURE DATE | POWER-IE | DEPARTURE TIM | AMT_PAID
Table: B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1 | B1
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
B1 Query1 : ...
3:12 AM

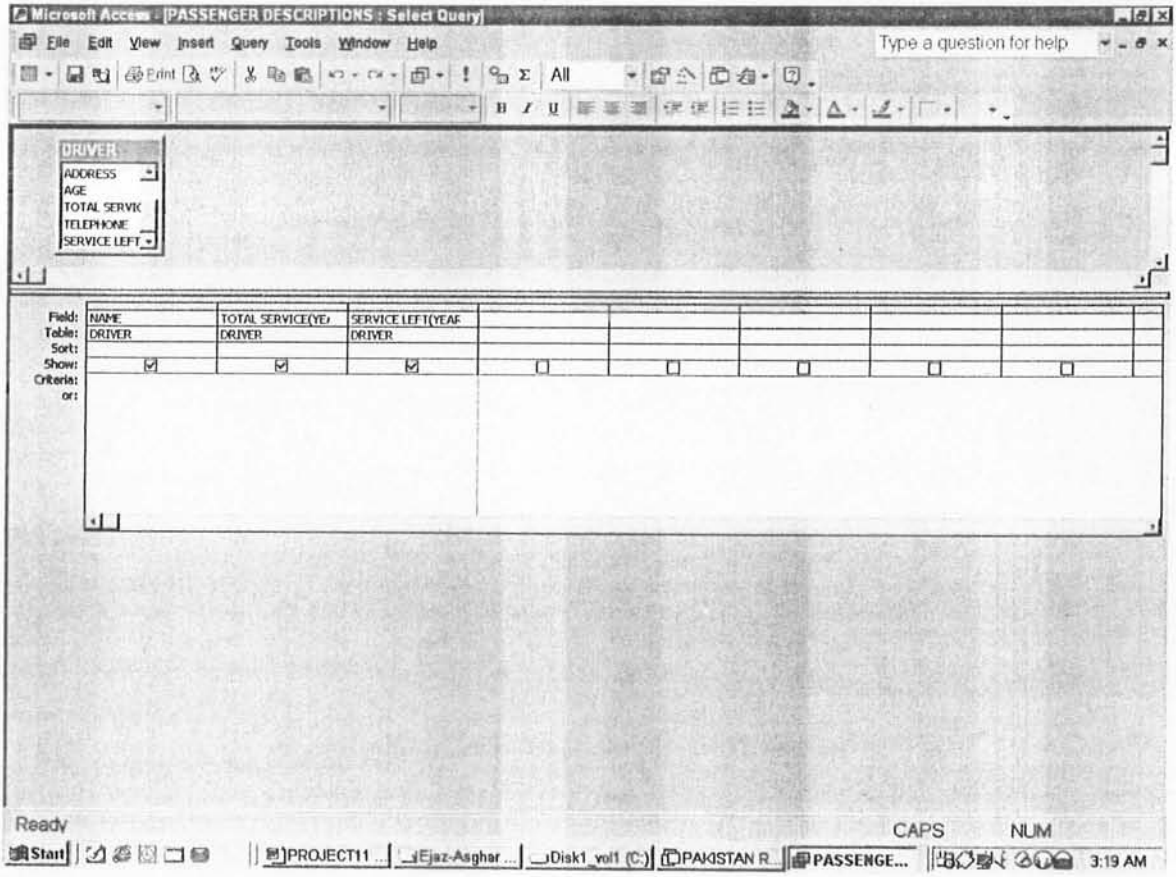

Microsoft Access - [BOOKING QUERY1 : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: TIME TABLE -ID | TRAIN-ID | ROUT-ID | PASSENGER-ID | DRIVER-ID | STATION-ID | PAYMENT-ID | DAPARTURE DATE | POWER-ID | DEPARTURE TIME
Table: BOOKING
Sort: Ascending
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ... Ejaz-Asghar ... Disk1_vol1 (C:) PAKISTAN R... BOOKING O...
3:14 AM

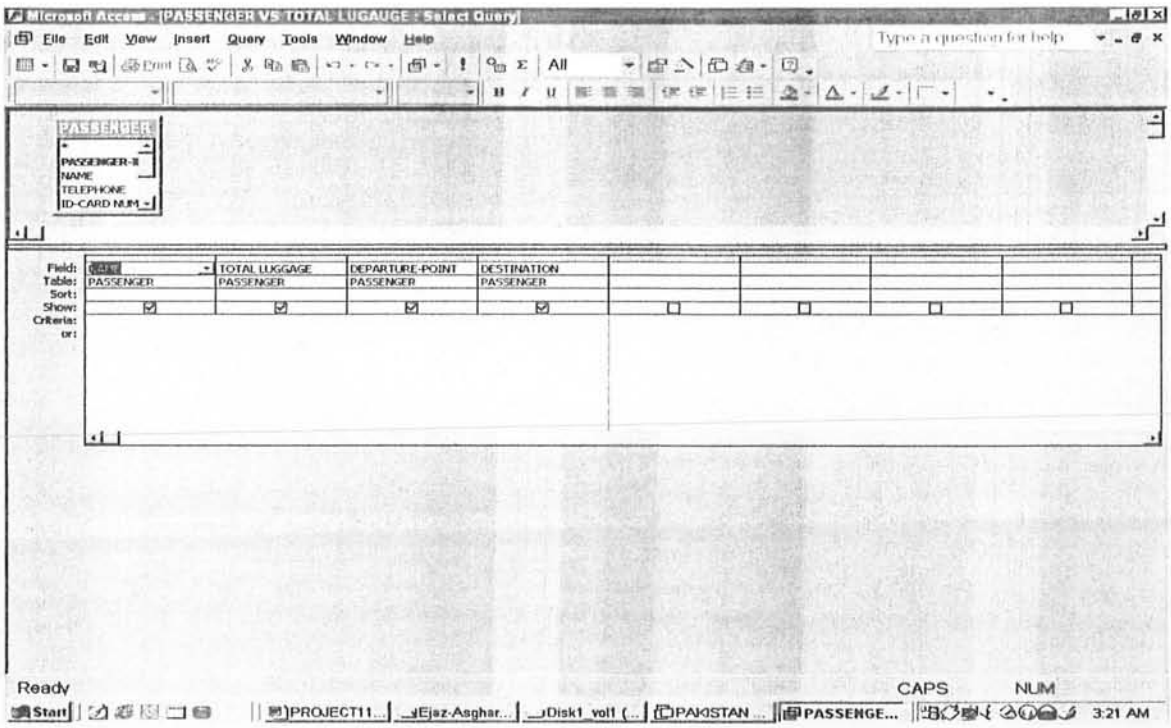

Microsoft Access - [BOOKING QUERY2 : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: ROUT-ID | PASSENGER-ID | DRIVER-ID | STATION-ID | PAYMENT-ID | DAPARTURE DATE | POWER-ID | DEPARTURE TIM
Table: BOOKING QUERY
Sort: Ascending
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ... Ejaz-Asghar ... Disk1_vol1 (C:) PAKISTAN R... BOOKING O...
3:16 AM

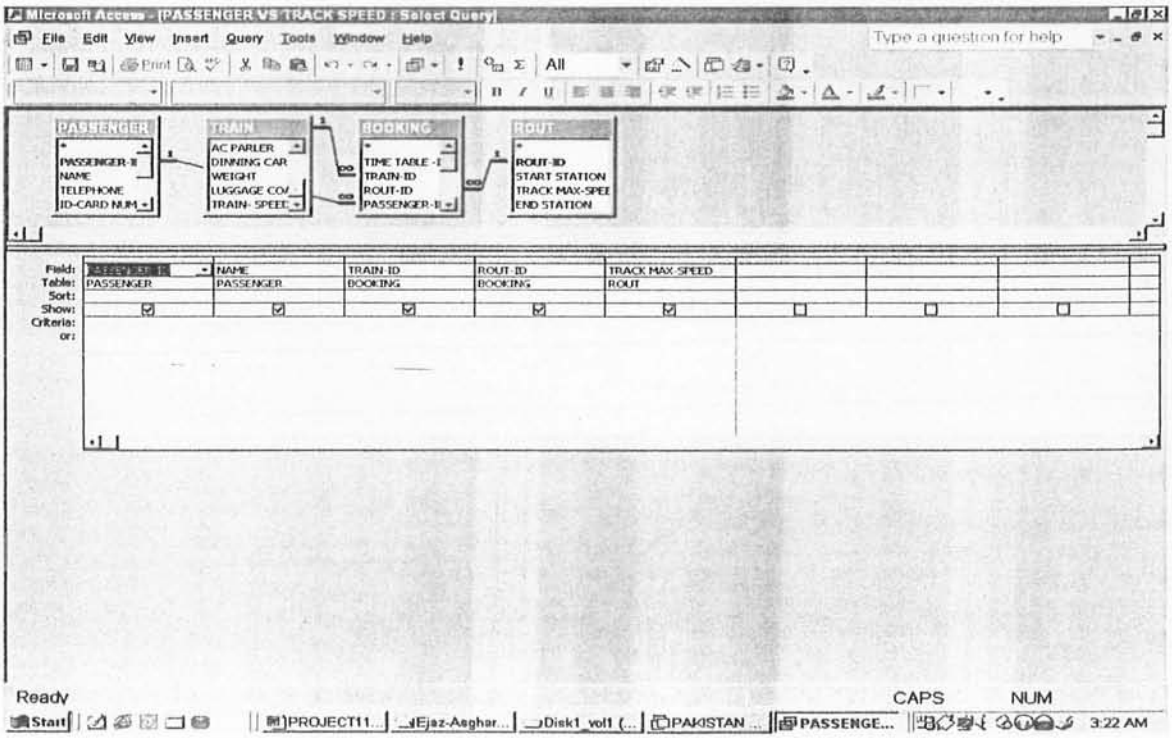

Microsoft Access - [BOOKING QUERY3 : Crosstab Query]
File Edit View Insert Query Tools Window Help
Type a question for help
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: ROUT-ID ROUT-ID AMT_PAID Total Of AMT_PAID:
Table: BOOKING BOOKING BOOKING BOOKING
Total: Group By Group By Sum Sum
Crosstab: Row Heading Column Heading Value Row Heading
Sort:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
BOOKING Q...
3:17 AM

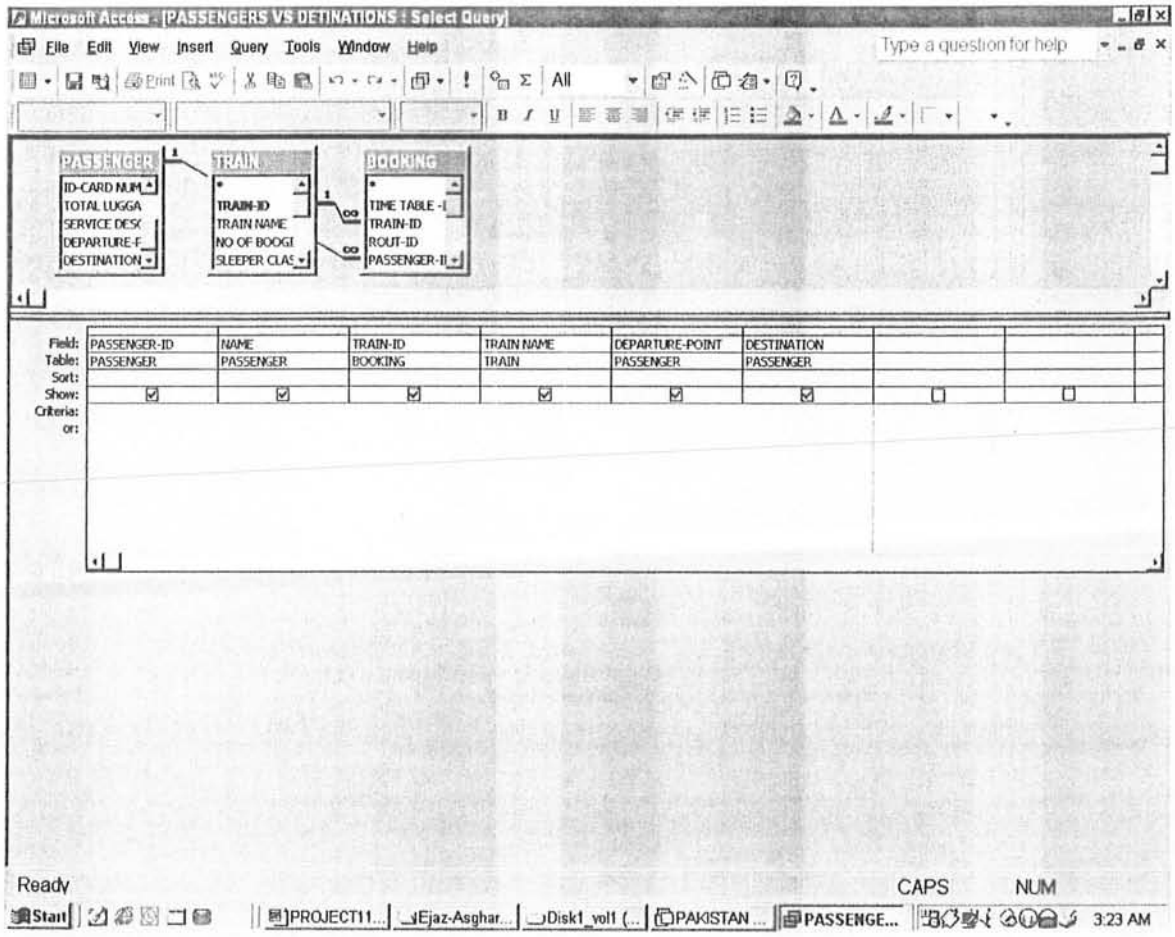

Microsoft Access - [DRIVER DUTY DETAIL : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
ROUT
ROUT-ID
START STATION
TRACK MAX-SPEE
END STATION
PASSENGER
PASSENGER-II
NAME
TELEPHONE
ID-CARD NUM
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLAS
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
TRAIN FOR...
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
DRIVER-ID
Field: ROUT-ID TRACK MAX-SPEED TRAIN-ID ROUT-ID PASSENGER-ID NAME
Table: ROUT ROUT TRAIN FORMATION TRAIN FORMATION TRAIN FORMATION PASSENGER
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
DRIVER DU...
3:17 AM

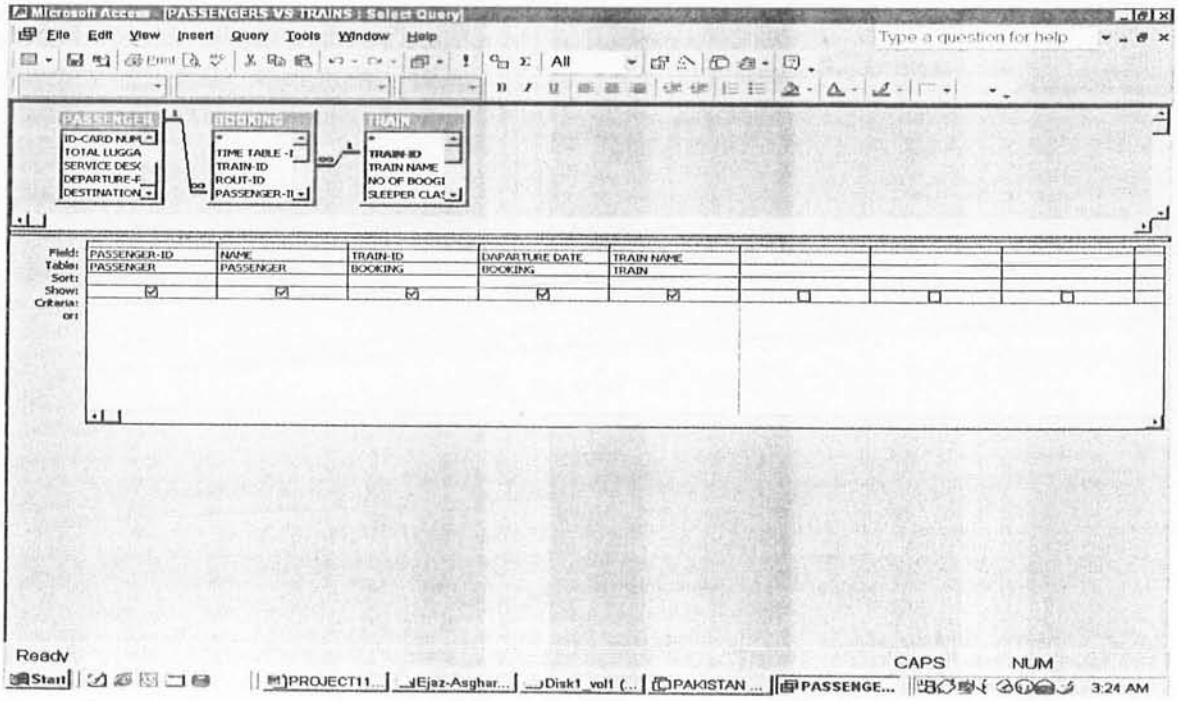

Microsoft Access - [DRIVER,S BIODATA : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
DRIVER
DRIVER-ID
NAME
ADDRESS
AGE
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: DRIVER-ID | NAME | ADDRESS | AGE | TOTAL SERVICE(YE | TELEPHONE | SERVICE LEFT(YEAF | DRIVER-ID
Table: DRIVER | DRIVER | DRIVER | DRIVER | DRIVER | DRIVER | DRIVER | BOOKING
Sort:
Show:
Criteria:
or:
[GIVE DRIVER-ID ?]
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
DRIVER,S B...
3:19 AM

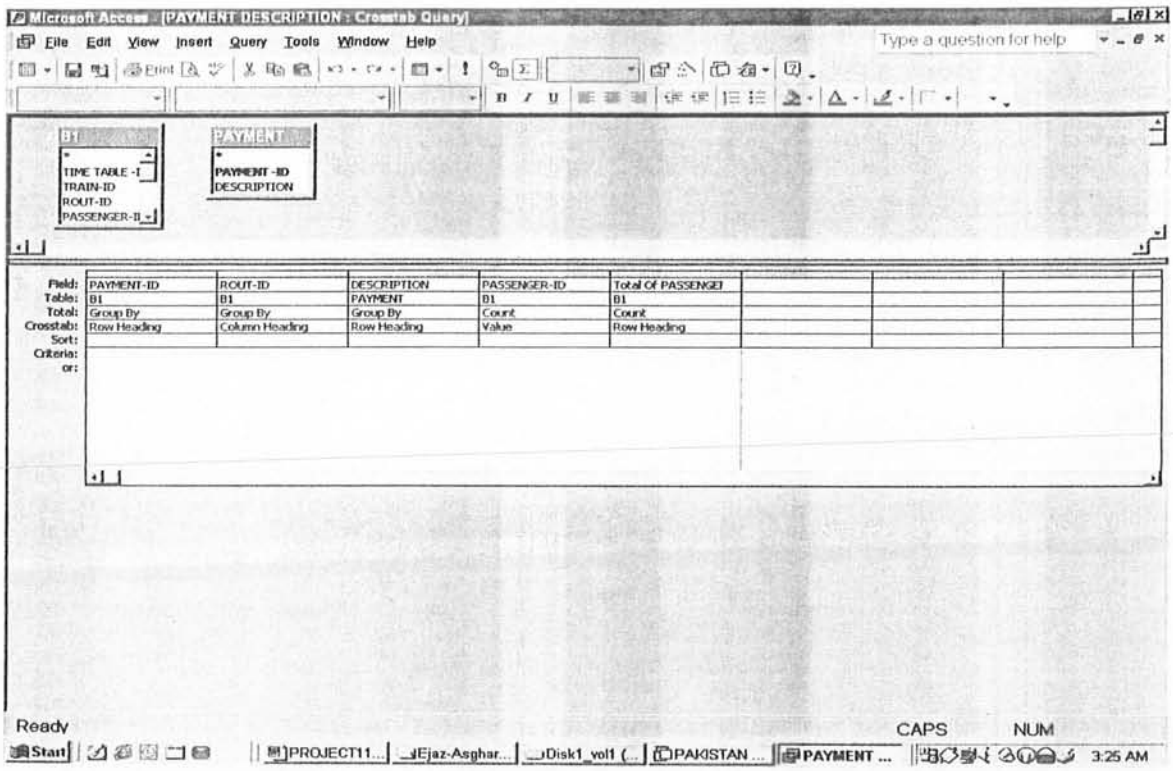

Microsoft Access - [PASSENGER DESCRIPTIONS : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
DRIVER
ADDRESS
AGE
TOTAL SERVIC
TELEPHONE
SERVICE LEFT
Field: NAME | TOTAL SERVICE(YE | SERVICE LEFT(YEAF
Table: DRIVER | DRIVER | DRIVER
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
PASSENGE...
3:19 AM

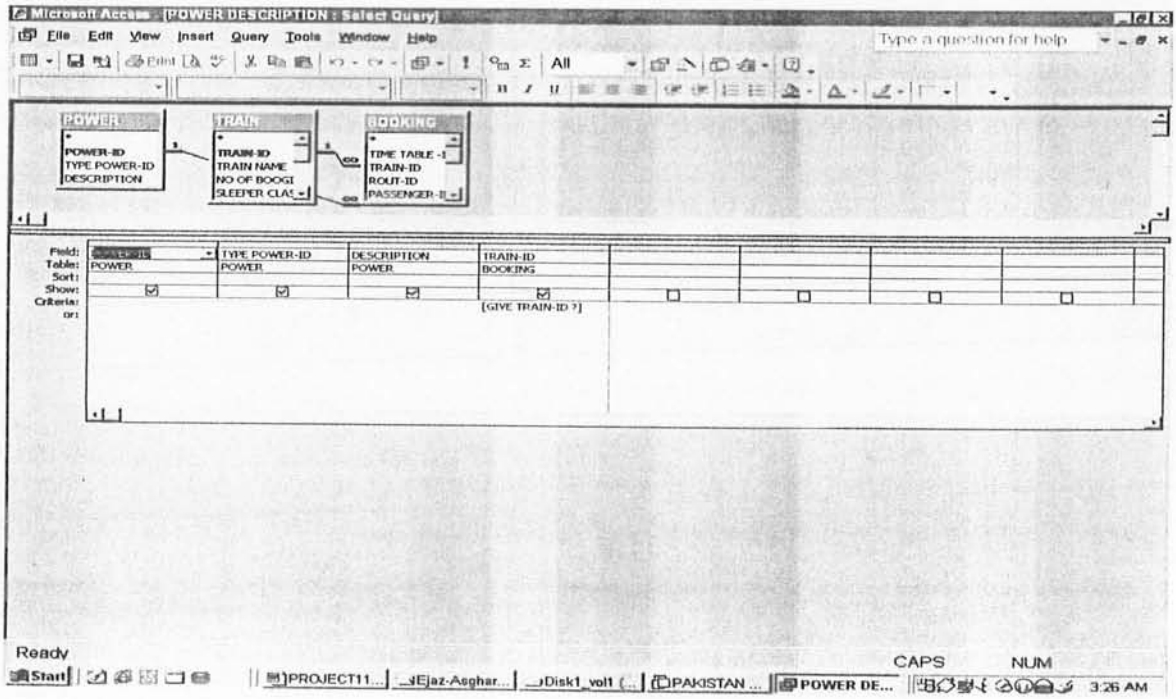

Microsoft Access - [PASSENGER VS TOTAL LUGAUGE : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
PASSENGER
PASSENGER-ID
NAME
TELEPHONE
ID-CARD NUM
Field: NAME | TOTAL LUGGAGE | DEPARTURE-POINT | DESTINATION
Table: PASSENGER | PASSENGER | PASSENGER | PASSENGER
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
PASSENGE...
3:21 AM

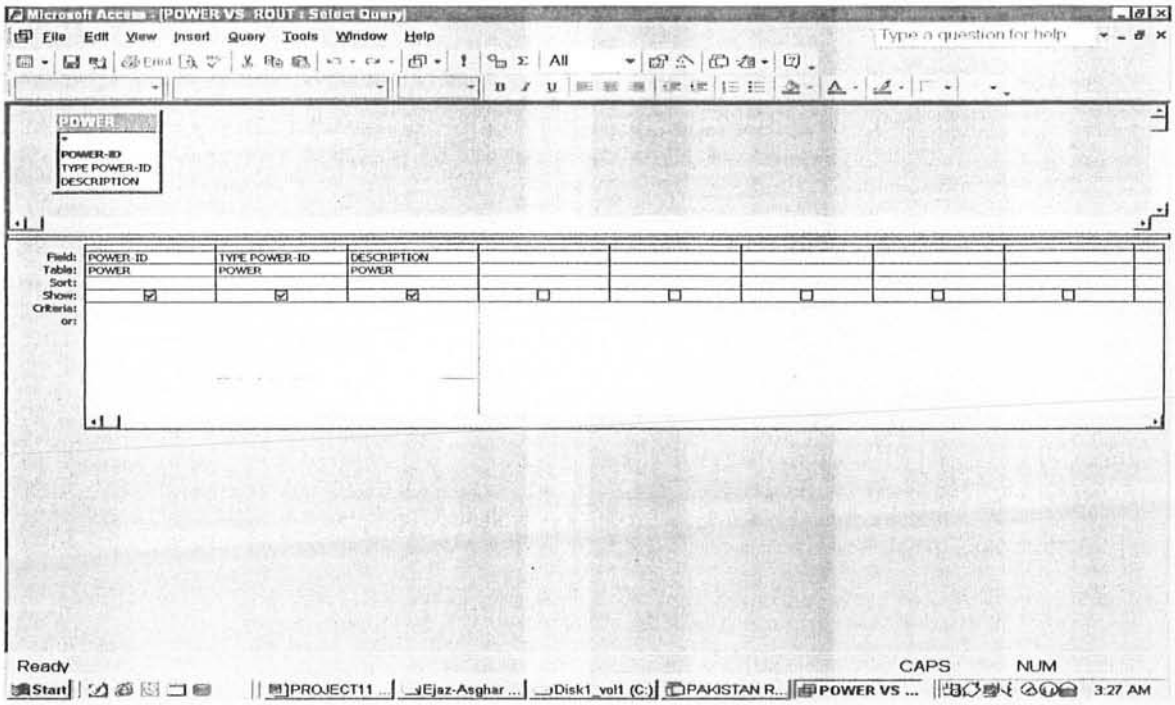

Microsoft Access - [PASSENGER VS TRACK SPEED : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
PASSENGER
PASSENGER-ID
NAME
TELEPHONE
ID-CARD NUM
TRAIN
AC PARLER
DINNING CAR
WEIGHT
LUGGAGE CO/
TRAIN- SPEEE
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-ID
ROUT
ROUT-ID
START STATION
TRACK MAX-SPEE
END STATION
Field: PASSENGER-ID | NAME | TRAIN-ID | ROUT-ID | TRACK MAX-SPEED
Table: PASSENGER | PASSENGER | BOOKING | BOOKING | ROUT
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
PASSENGE...
3:22 AM

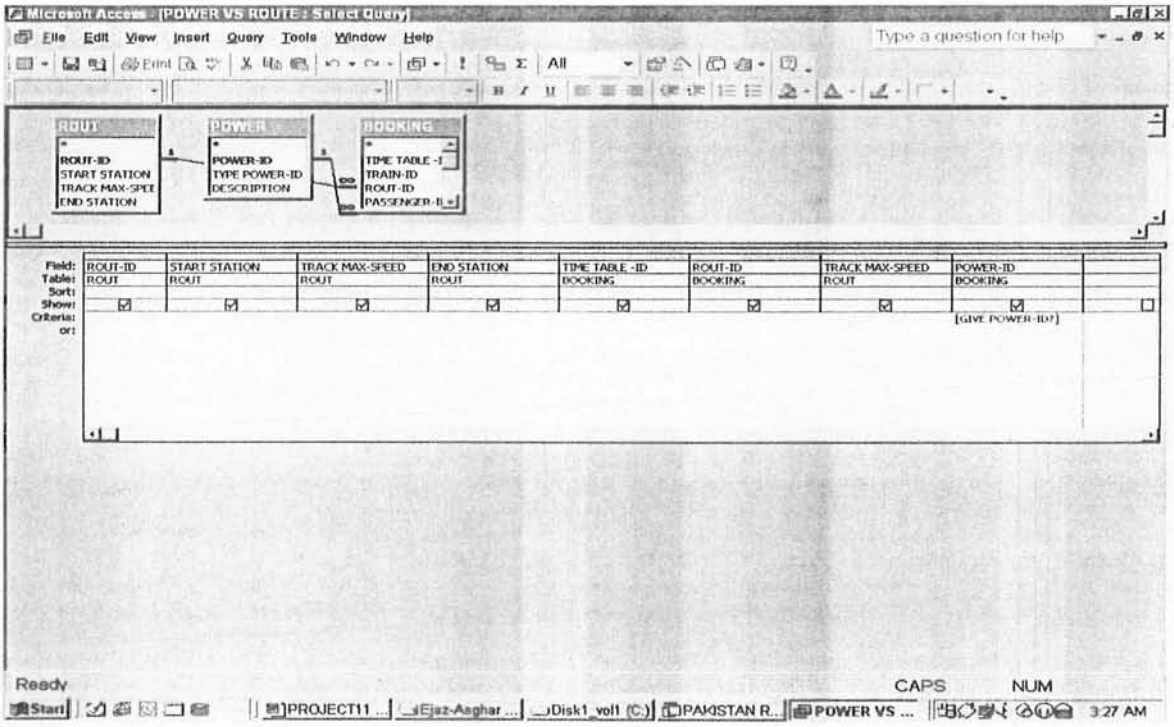

Microsoft Access - [PASSENGERS VS DETINATIONS : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
PASSENGER
ID-CARD NUM
TOTAL LUGGA
SERVICE DESC
DEPARTURE-F
DESTINATION
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLAS
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: PASSENGER-ID | NAME | TRAIN-ID | TRAIN NAME | DEPARTURE-POINT | DESTINATION
Table: PASSENGER | PASSENGER | BOOKING | TRAIN | PASSENGER | PASSENGER
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
PASSENGE...
3:23 AM

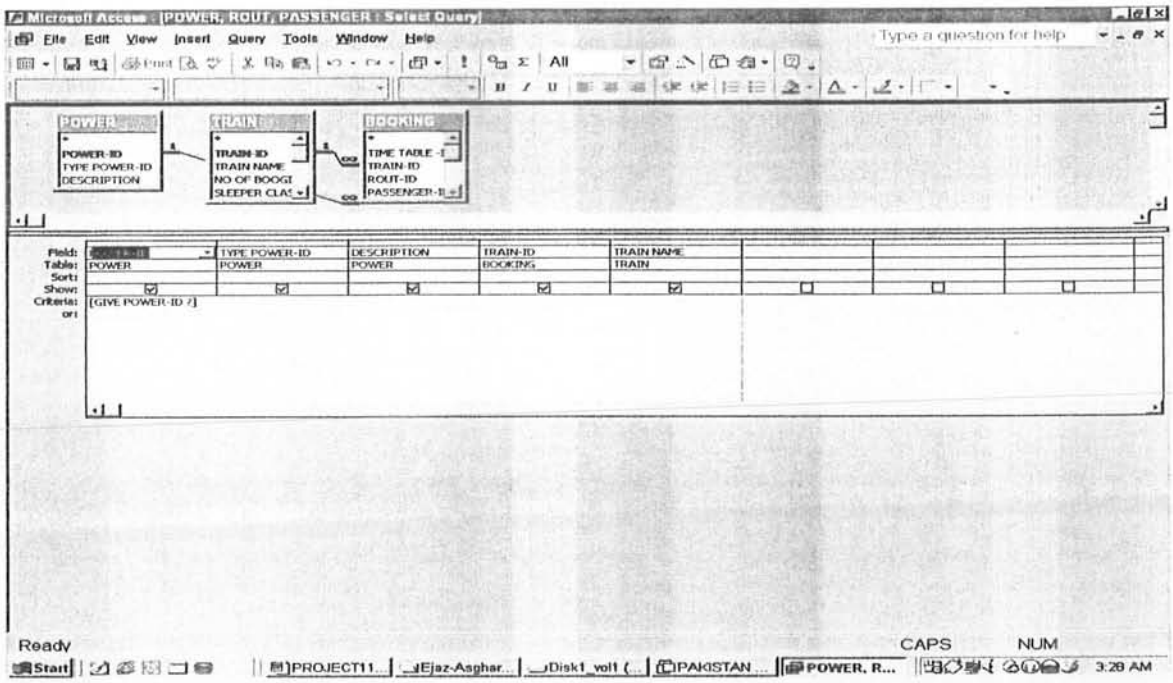

Microsoft Access - [PASSENGERS VS TRAINS : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
PASSENGER
ID-CARD NUM
TOTAL LUGGA
SERVICE DESC
DEPARTURE-F
DESTINATION
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLAS
Field: PASSENGER-ID | NAME | TRAIN-ID | DEPARTURE DATE | TRAIN NAME
Table: PASSENGER | PASSENGER | BOOKING | BOOKING | TRAIN
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
PASSENGE...
3:24 AM

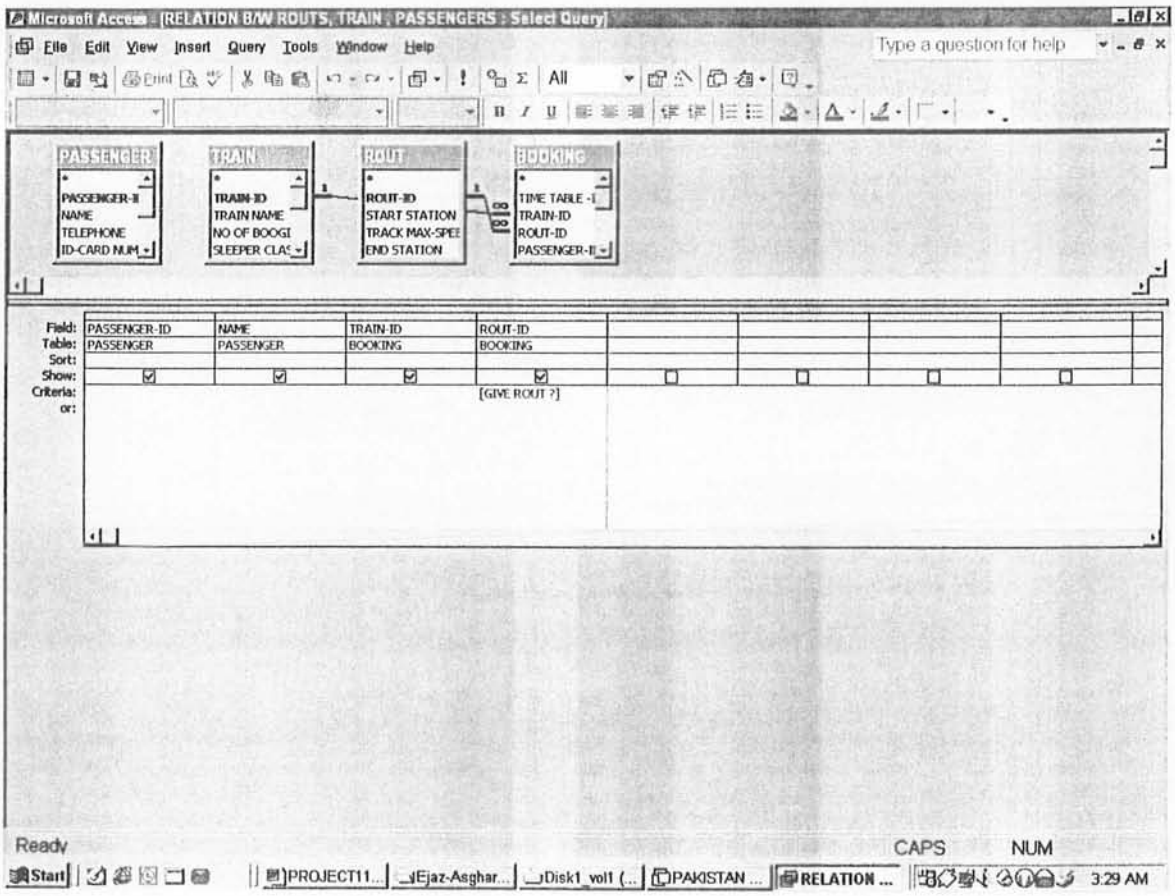

Microsoft Access - [PAYMENT DESCRIPTION : Crosstab Query]
File Edit View Insert Query Tools Window Help
Type a question for help
B1
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
PAYMENT
PAYMENT -ID
DESCRIPTION
Field: PAYMENT-ID | ROUT-ID | DESCRIPTION | PASSENGER-ID | Total Of PASSENGEI
Table: B1 | B1 | PAYMENT | B1 | B1
Total: Group By | Group By | Group By | Count | Count
Crosstab: Row Heading | Column Heading | Row Heading | Value | Row Heading
Sort:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
PAYMENT ...
3:25 AM

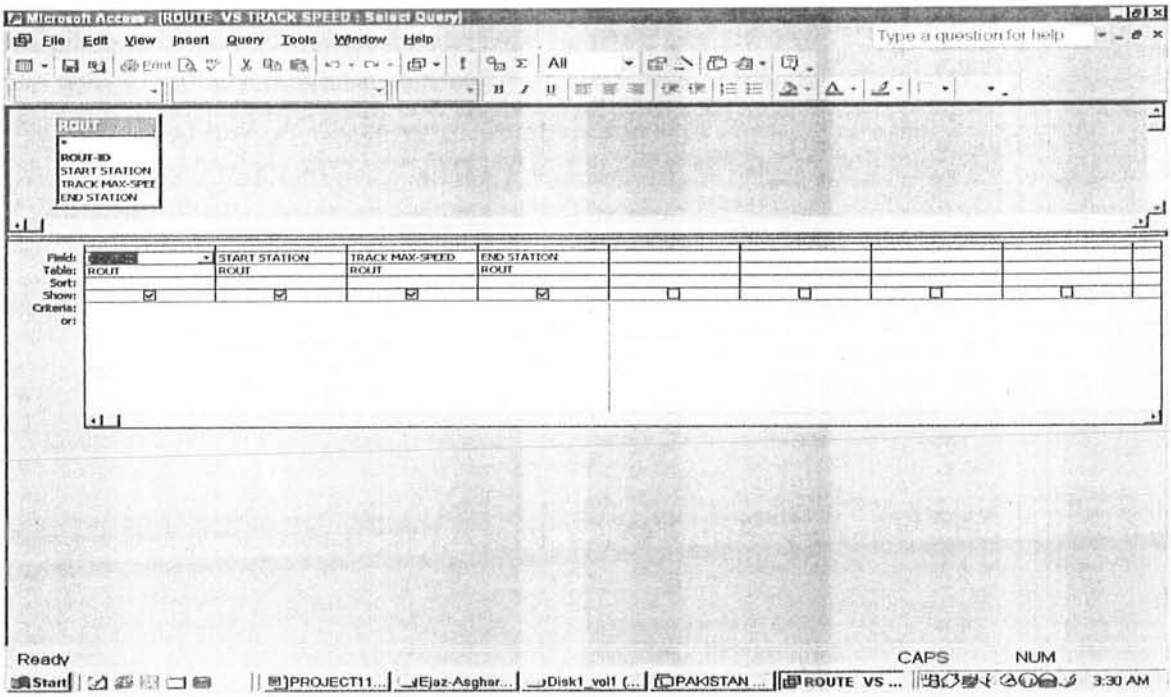

Microsoft Access - [POWER DESCRIPTION : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
POWER
POWER-ID
TYPE POWER-ID
DESCRIPTION
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLAS
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: POWER-ID | TYPE POWER-ID | DESCRIPTION | TRAIN-ID
Table: POWER | POWER | POWER | BOOKING
Sort:
Show:
Criteria:
or:
[GIVE TRAIN-ID ?]
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
POWER DE...
3:26 AM

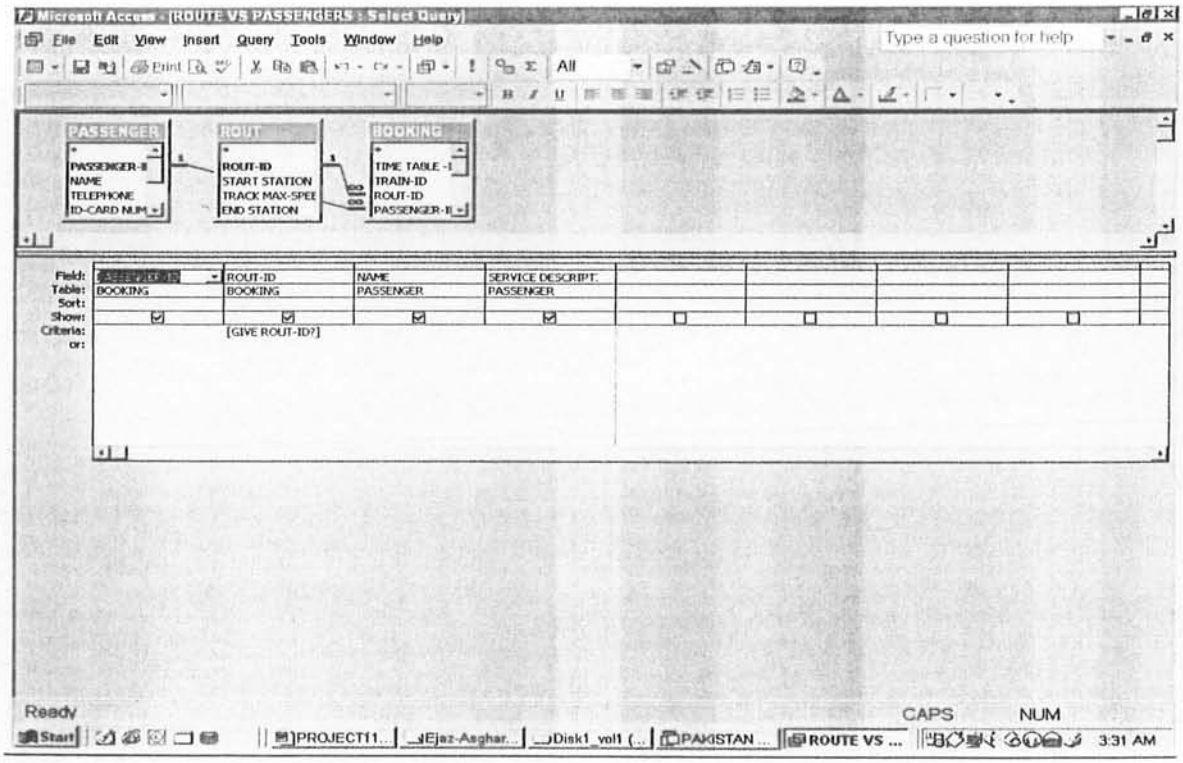

Microsoft Access - [POWER VS ROUT : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
POWER
*
POWER-ID
TYPE POWER-ID
DESCRIPTION
Field: POWER-ID | TYPE POWER-ID | DESCRIPTION
Table: POWER | POWER | POWER
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
POWER VS ...
3:27 AM

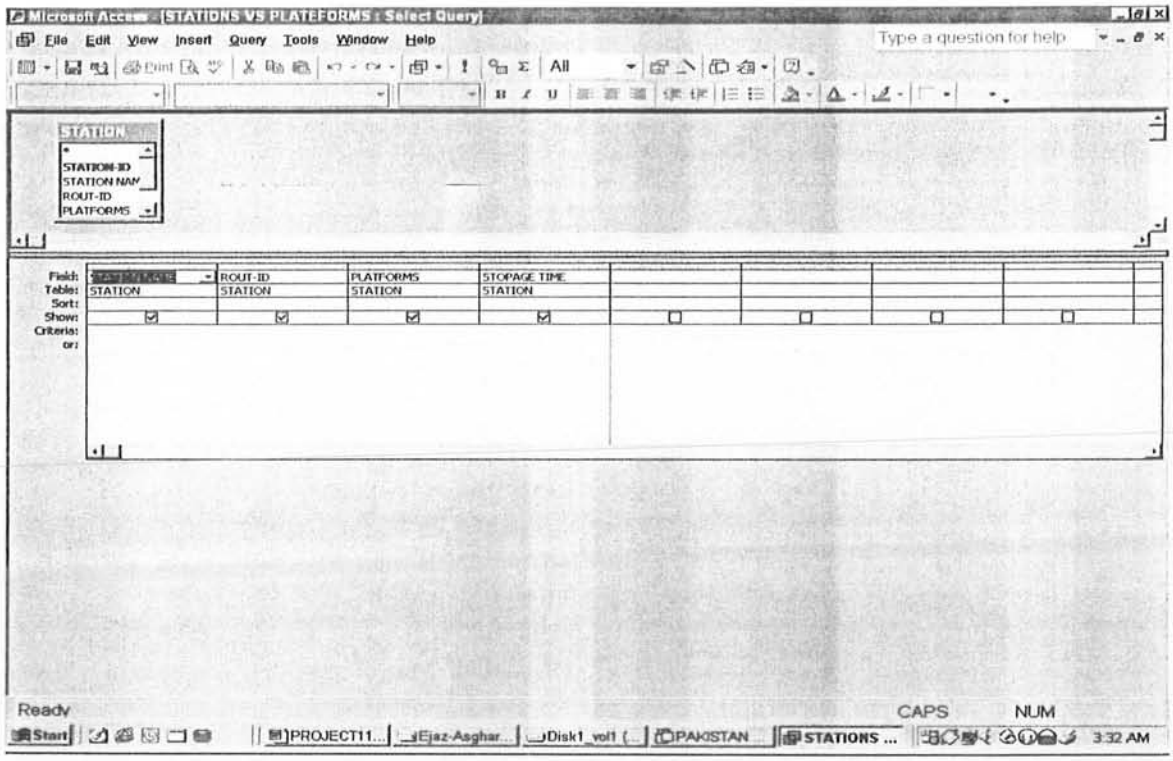

Microsoft Access - [POWER VS ROUTE : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
ROUT
*
ROUT-ID
START STATION
TRACK MAX-SPEE
END STATION
POWER
*
POWER-ID
TYPE POWER-ID
DESCRIPTION
BOOKING
*
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-I
Field: ROUT-ID | START STATION | TRACK MAX-SPEED | END STATION | TIME TABLE -ID | ROUT-ID | TRACK MAX-SPEED | POWER-ID
Table: ROUT | ROUT | ROUT | ROUT | BOOKING | BOOKING | ROUT | BOOKING
Sort:
Show:
Criteria:
or:
[GIVE POWER-ID?]
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
POWER VS ...
3:27 AM

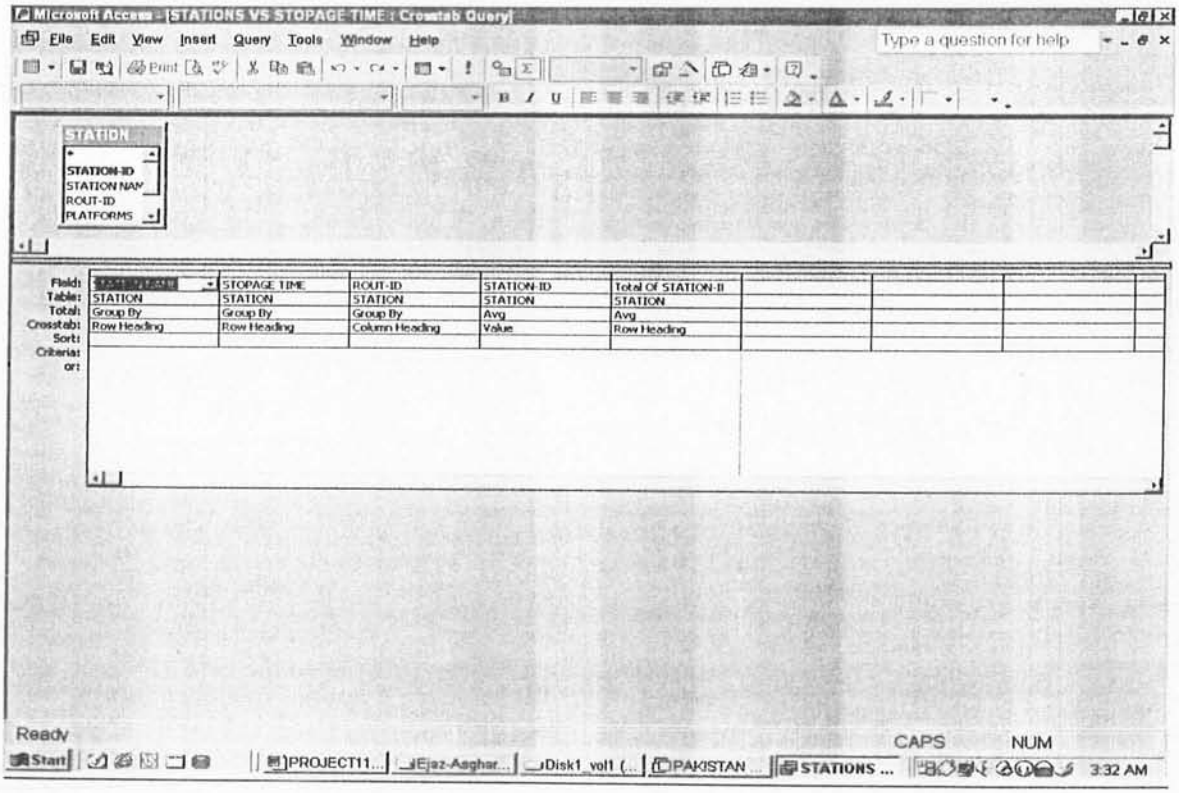

Microsoft Access - [POWER, ROUT, PASSENGER : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
POWER
POWER-ID
TYPE POWER-ID
DESCRIPTION
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLAS
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: POWER-ID | TYPE POWER-ID | DESCRIPTION | TRAIN-ID | TRAIN NAME
Table: POWER | POWER | POWER | BOOKING | TRAIN
Sort:
Show:
Criteria: [GIVE POWER-ID ?]
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
POWER, R...
3:28 AM

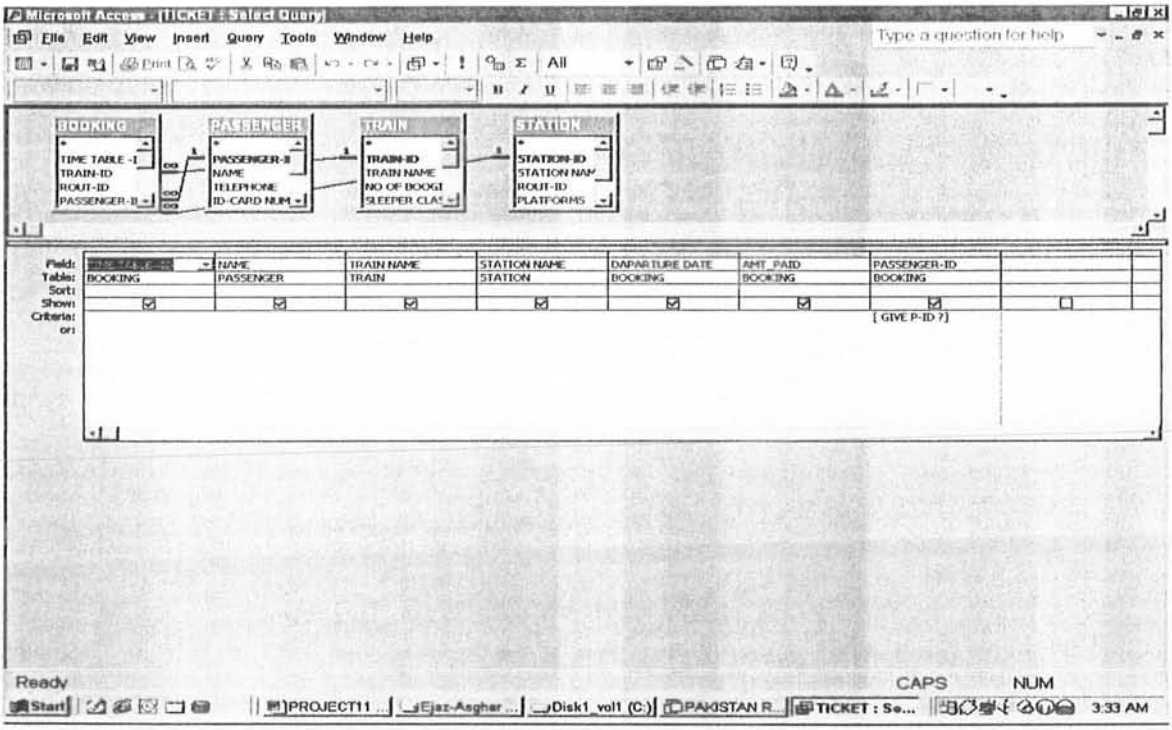

Microsoft Access - [RELATION B/W ROUTS, TRAIN , PASSENGERS : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
PASSENGER
PASSENGER-II
NAME
TELEPHONE
ID-CARD NUM
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLAS
ROUT
ROUT-ID
START STATION
TRACK MAX-SPEE
END STATION
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: PASSENGER-ID | NAME | TRAIN-ID | ROUT-ID
Table: PASSENGER | PASSENGER | BOOKING | BOOKING
Sort:
Show:
Criteria: [GIVE ROUT ?]
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
RELATION ...
3:29 AM

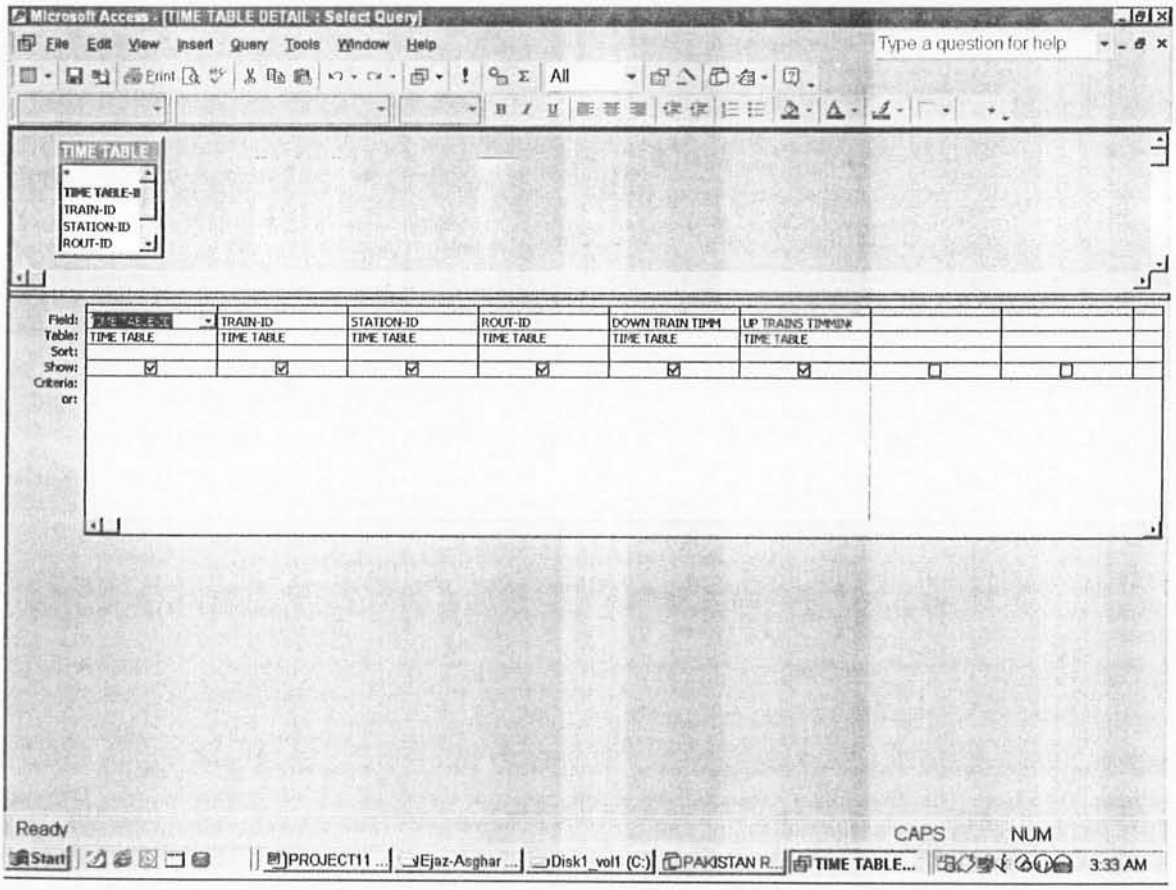

Microsoft Access - [ROUTE VS TRACK SPEED : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
ROUT
ROUT-ID
START STATION
TRACK MAX-SPEE
END STATION
Field: START STATION TRACK MAX-SPEED END STATION
Table: ROUT ROUT ROUT
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
ROUTE VS ...
3:30 AM

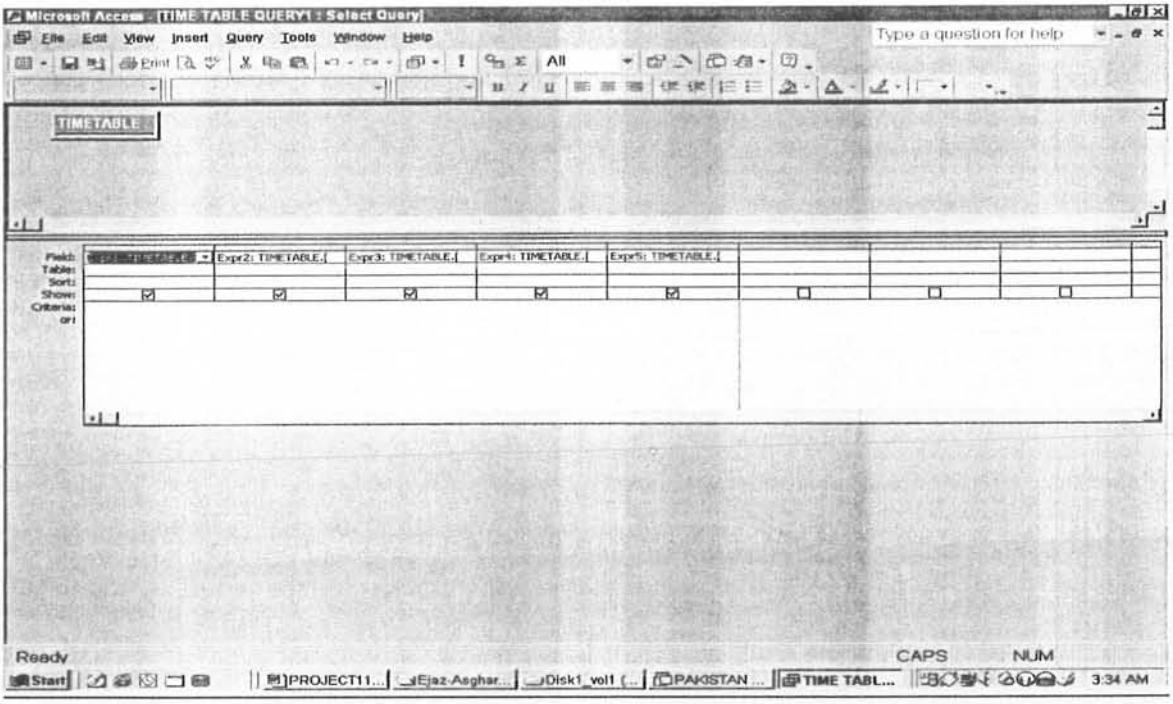

Microsoft Access - [ROUTE VS PASSENGERS : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
PASSENGER
PASSENGER-II
NAME
TELEPHONE
ID-CARD NUM
ROUT
ROUT-ID
START STATION
TRACK MAX-SPEE
END STATION
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: ROUT-ID NAME SERVICE DESCRIPT.
Table: BOOKING BOOKING PASSENGER PASSENGER
Sort:
Show:
Criteria: [GIVE ROUT-ID?]
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
ROUTE VS ...
3:31 AM

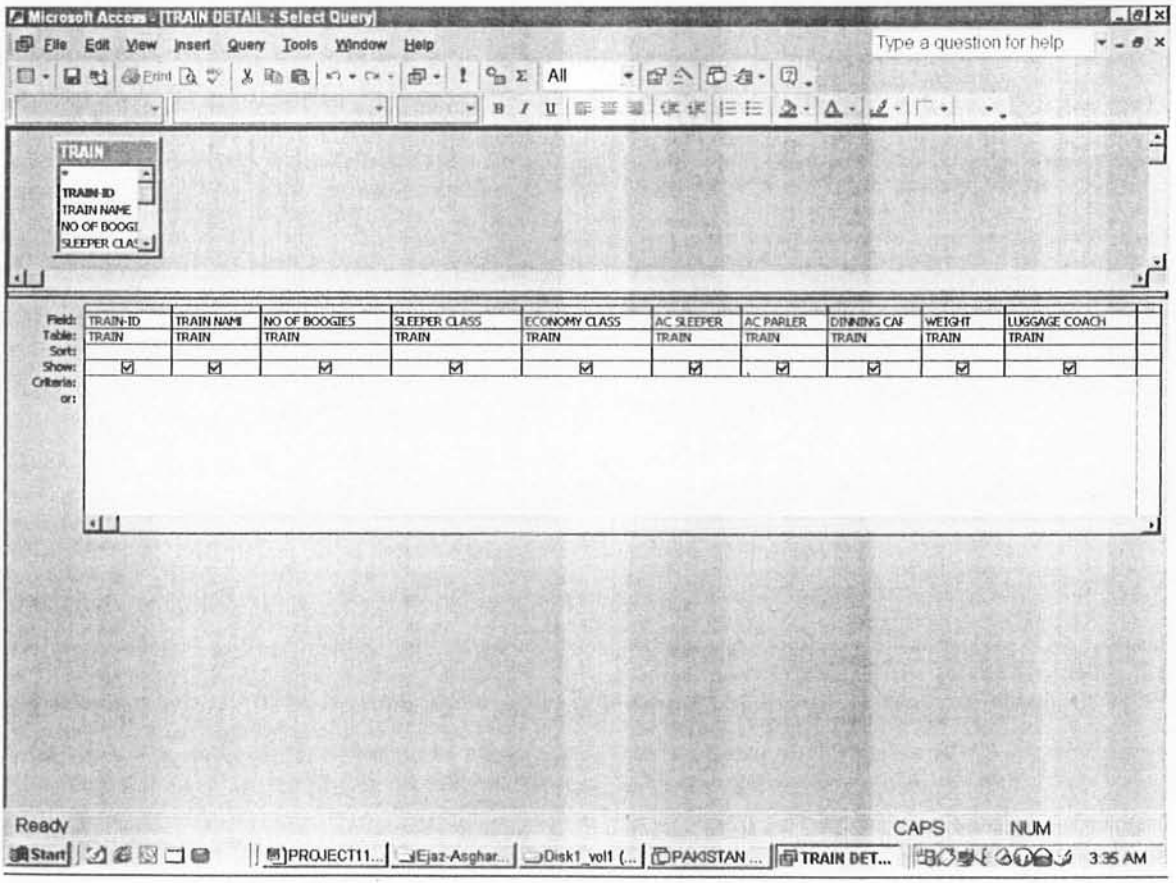

Microsoft Access - [STATIONS VS PLATFORMS : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
STATION
STATION-ID
STATION NAM
ROUT-ID
PLATFORMS
Field: STATION | ROUT-ID | PLATFORMS | STOPAGE TIME
Table: STATION | STATION | STATION | STATION
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN
STATIONS ...
3:32 AM

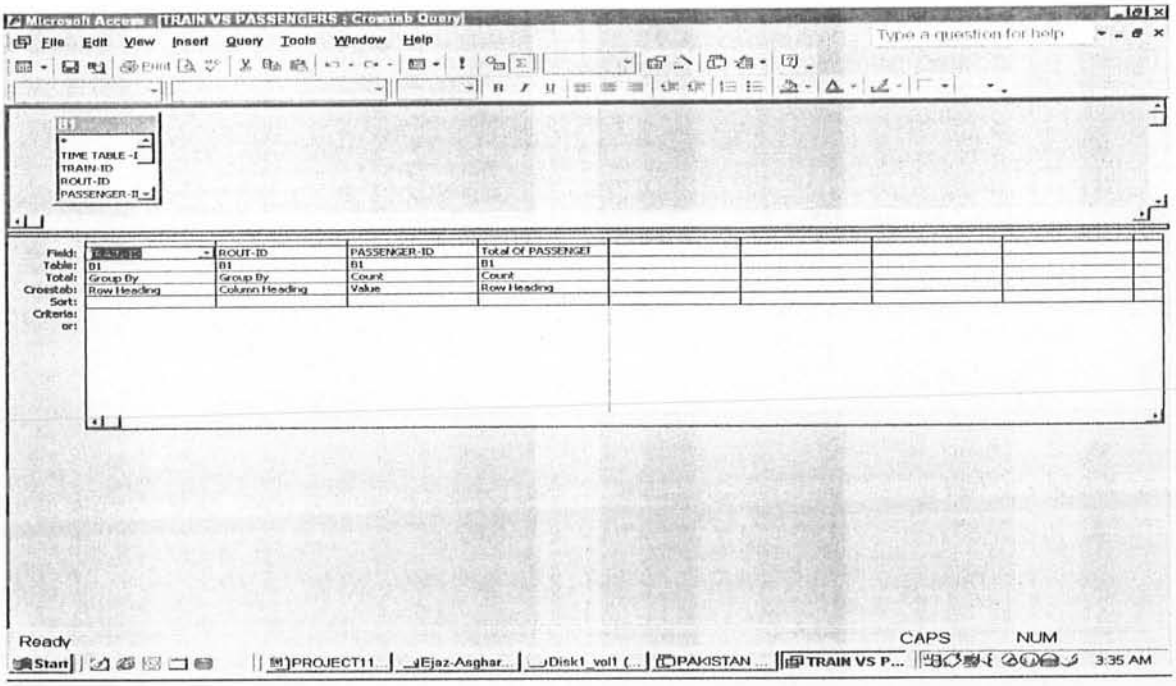

Microsoft Access - [STATIONS VS STOPAGE TIME : Crosstab Query]
File Edit View Insert Query Tools Window Help
Type a question for help
STATION
STATION-ID
STATION NAM
ROUT-ID
PLATFORMS
Field: STOPAGE TIME | ROUT-ID | STATION-ID | Total Of STATION-ID
Table: STATION | STATION | STATION | STATION | STATION
Total: Group By | Group By | Group By | Avg | Avg
Crosstab: Row Heading | Row Heading | Column Heading | Value | Row Heading
Sort:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN
STATIONS ...
3:32 AM

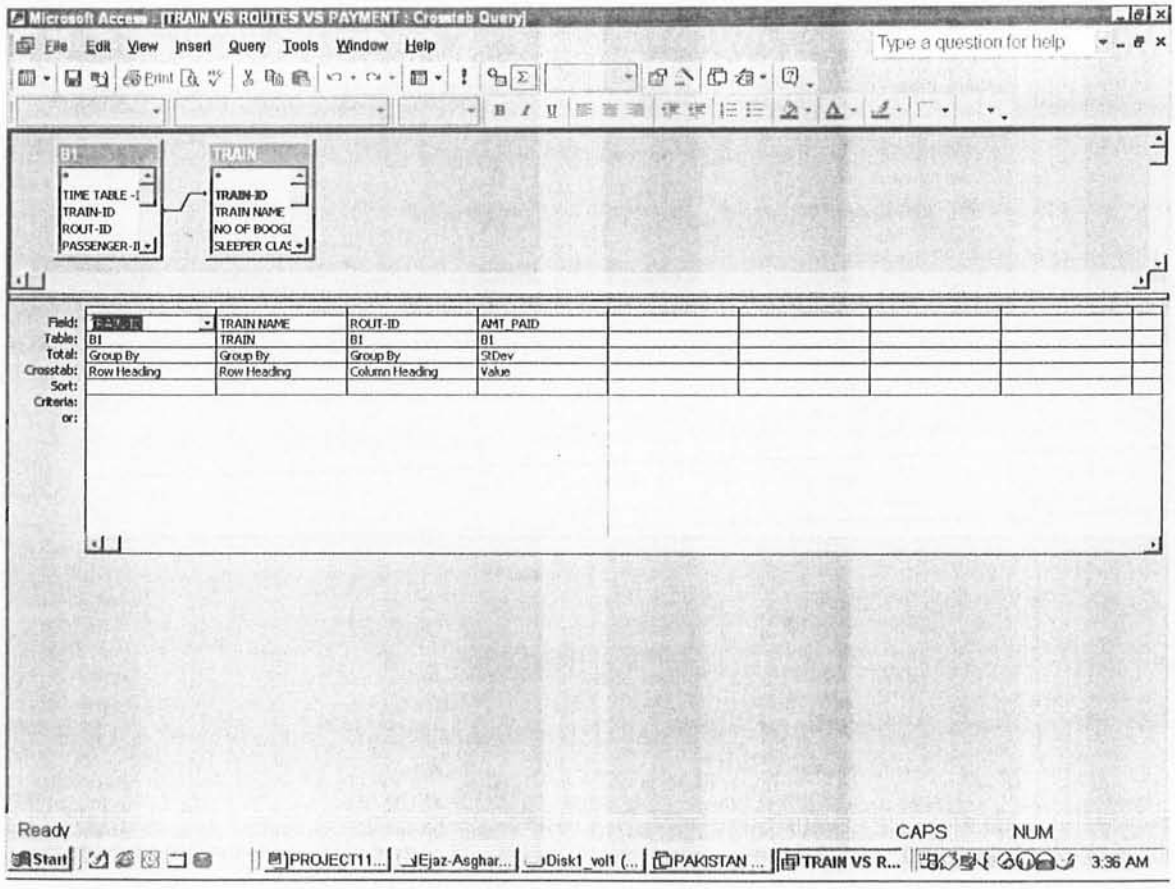

Microsoft Access - [TICKET : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
BOOKING
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
PASSENGER
PASSENGER-II
NAME
TELEPHONE
ID-CARD NUM
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLA
STATION
STATION-ID
STATION NAM
ROUT-ID
PLATFORMS
Field: | NAME | TRAIN NAME | STATION NAME | DAPARTURE DATE | AMT_PAID | PASSENGER-ID
Table: | BOOKING | PASSENGER | TRAIN | STATION | BOOKING | BOOKING | BOOKING
Sort:
Show:
Criteria:
or:
[GIVE P-ID ?]
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
TICKET : Se...
3:33 AM

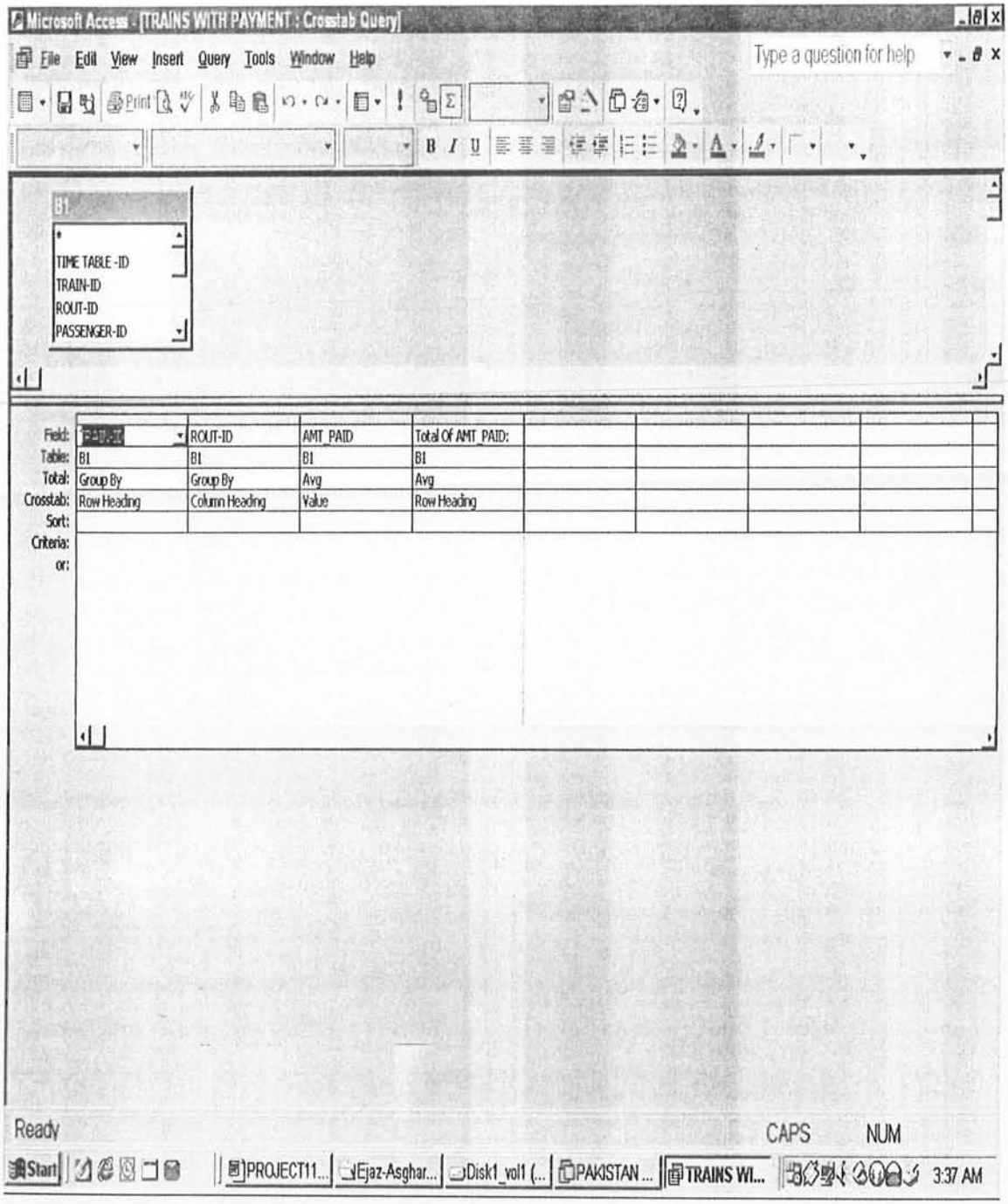

Microsoft Access - [TIME TABLE DETAIL : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
TIME TABLE
TIME TABLE-II
TRAIN-ID
STATION-ID
ROUT-ID
Field: | TIME TABLE-II | TRAIN-ID | STATION-ID | ROUT-ID | DOWN TRAIN TIMM | UP TRAINS TIMMIN
Table: | TIME TABLE | TIME TABLE | TIME TABLE | TIME TABLE | TIME TABLE | TIME TABLE
Sort:
Show:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11 ...
Ejaz-Asghar ...
Disk1_vol1 (C:)
PAKISTAN R...
TIME TABLE...
3:33 AM


Microsoft Access - [TIME TABLE QUERY1 : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
TIMETABLE
Field:
Table:
Sort:
Show:
Criteria:
or:
Expr2: TIMETABLE.[
Expr3: TIMETABLE.[
Expr4: TIMETABLE.[
Expr5: TIMETABLE.[
Ready
CAPS
NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
TIME TABL...
3:34 AM

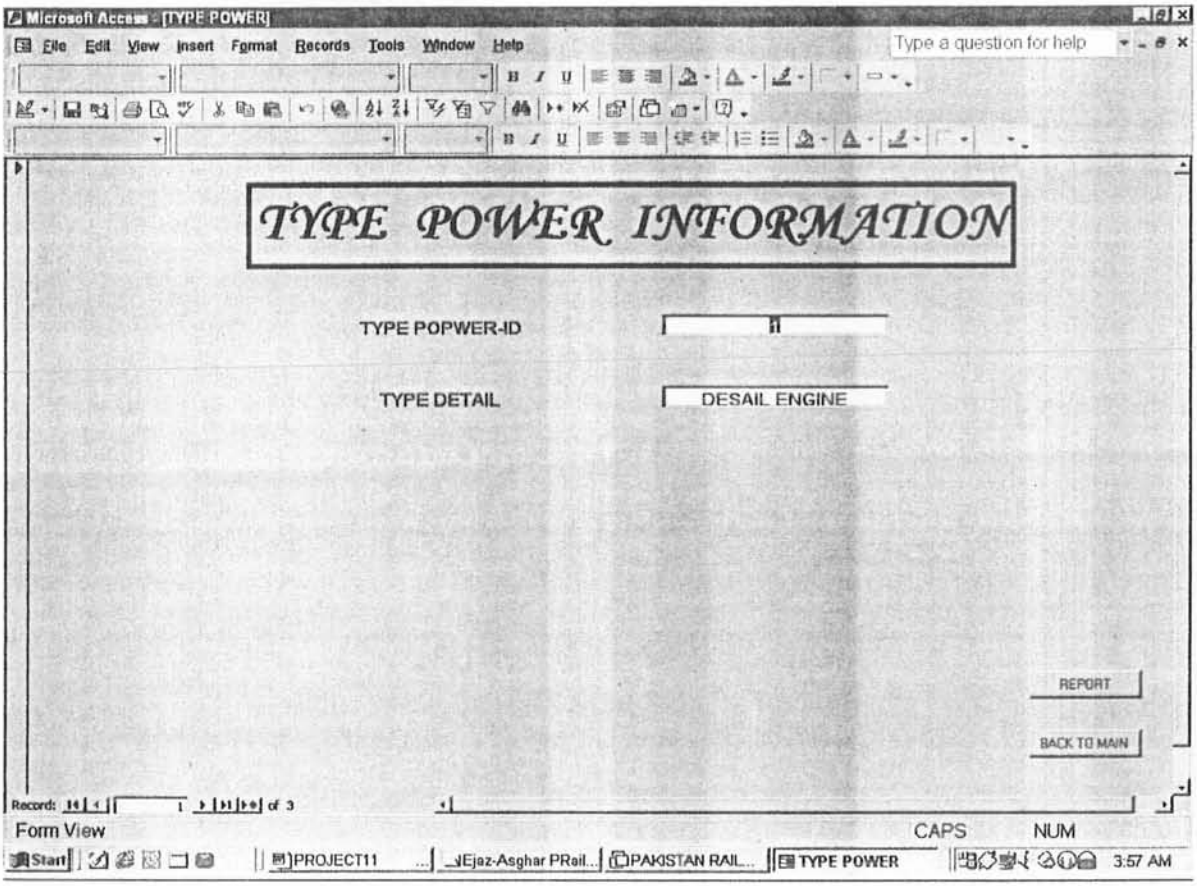

Microsoft Access - [TRAIN DETAIL : Select Query]
File Edit View Insert Query Tools Window Help
Type a question for help
TRAIN
TRAIN ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLA
Field:
Table:
Sort:
Show:
Criteria:
or:
TRAIN-ID
TRAIN NAME
NO OF BOOGIES
SLEEPER CLASS
ECONOMY CLASS
AC SLEEPER
AC PARLER
DINNING CAR
WEIGHT
LUGGAGE COACH
TRAIN
Ready
CAPS
NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
TRAIN DET...
3:35 AM

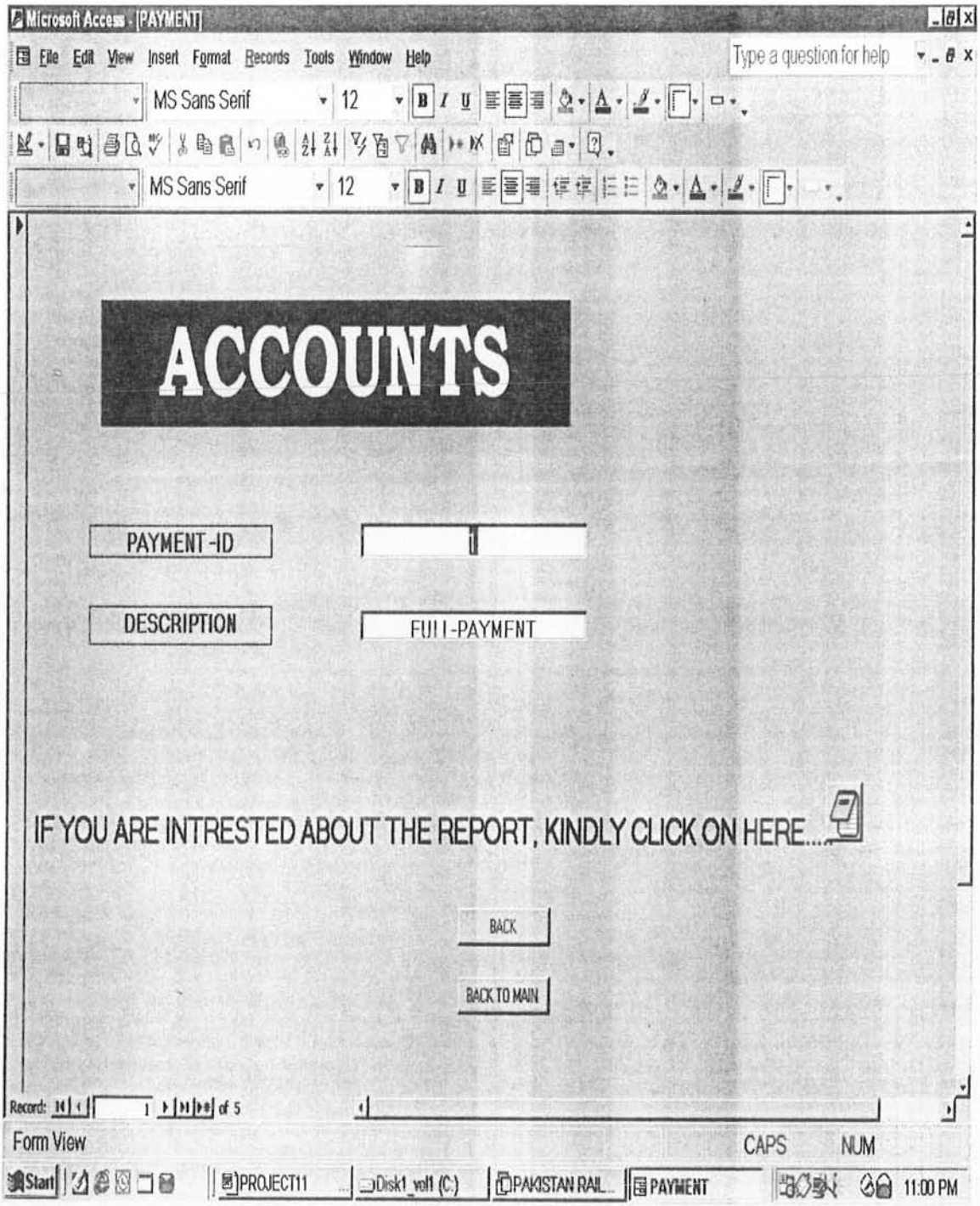

Microsoft Access - [TRAIN VS PASSENGERS : Crosstab Query]
File Edit View Insert Query Tools Window Help
Type a question for help
B1
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
Field: | ROUT-ID | PASSENGER-ID | Total Of PASSENGET
Table: | B1 | B1 | B1
Total: | Group By | Count | Count
Crosstab: | Row Heading | Value | Row Heading
Sort:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
TRAIN VS P...
3:35 AM

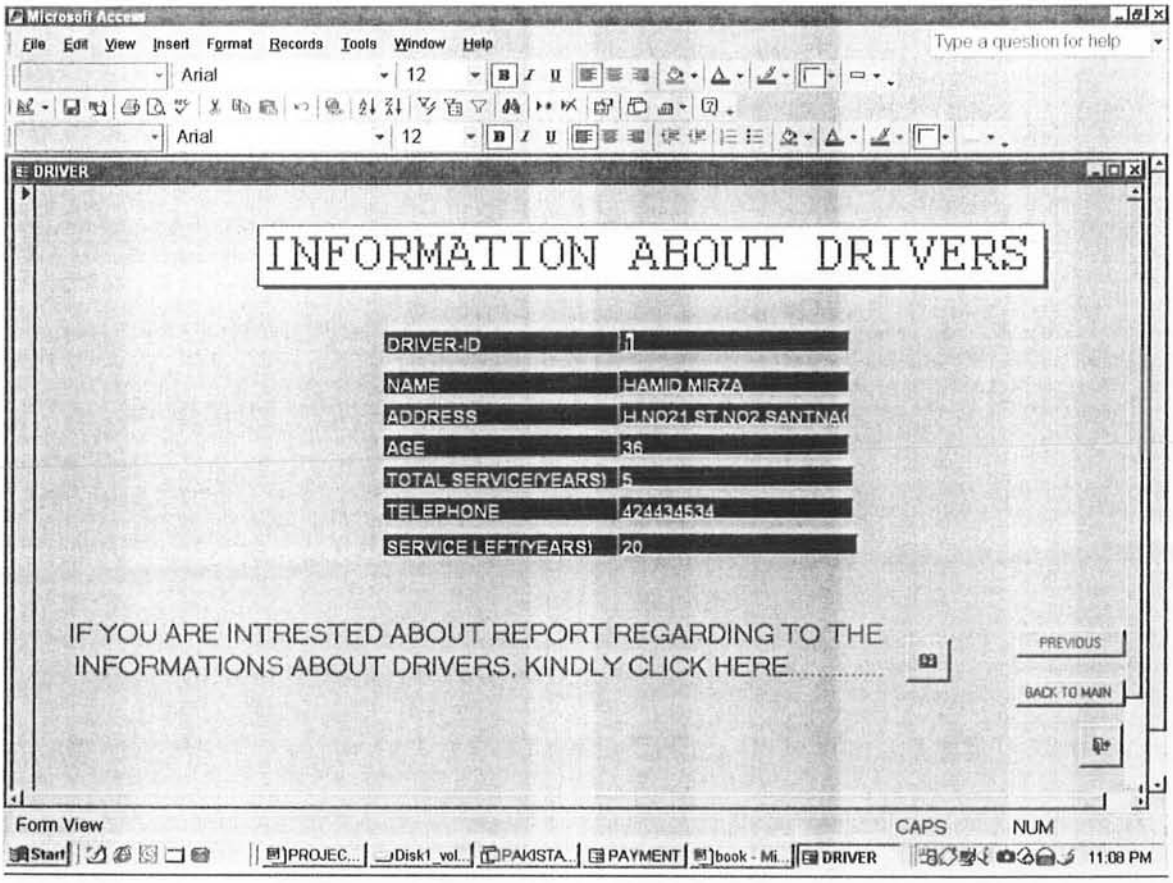

Microsoft Access - [TRAIN VS ROUTES VS PAYMENT : Crosstab Query]
File Edit View Insert Query Tools Window Help
Type a question for help
B1
TIME TABLE -I
TRAIN-ID
ROUT-ID
PASSENGER-II
TRAIN
TRAIN-ID
TRAIN NAME
NO OF BOOGI
SLEEPER CLAS
Field: | TRAIN-ID | TRAIN NAME | ROUT-ID | AMT_PAID
Table: | B1 | TRAIN | B1 | B1
Total: | Group By | Group By | Group By | StDev
Crosstab: | Row Heading | Row Heading | Column Heading | Value
Sort:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
TRAIN VS R...
3:36 AM

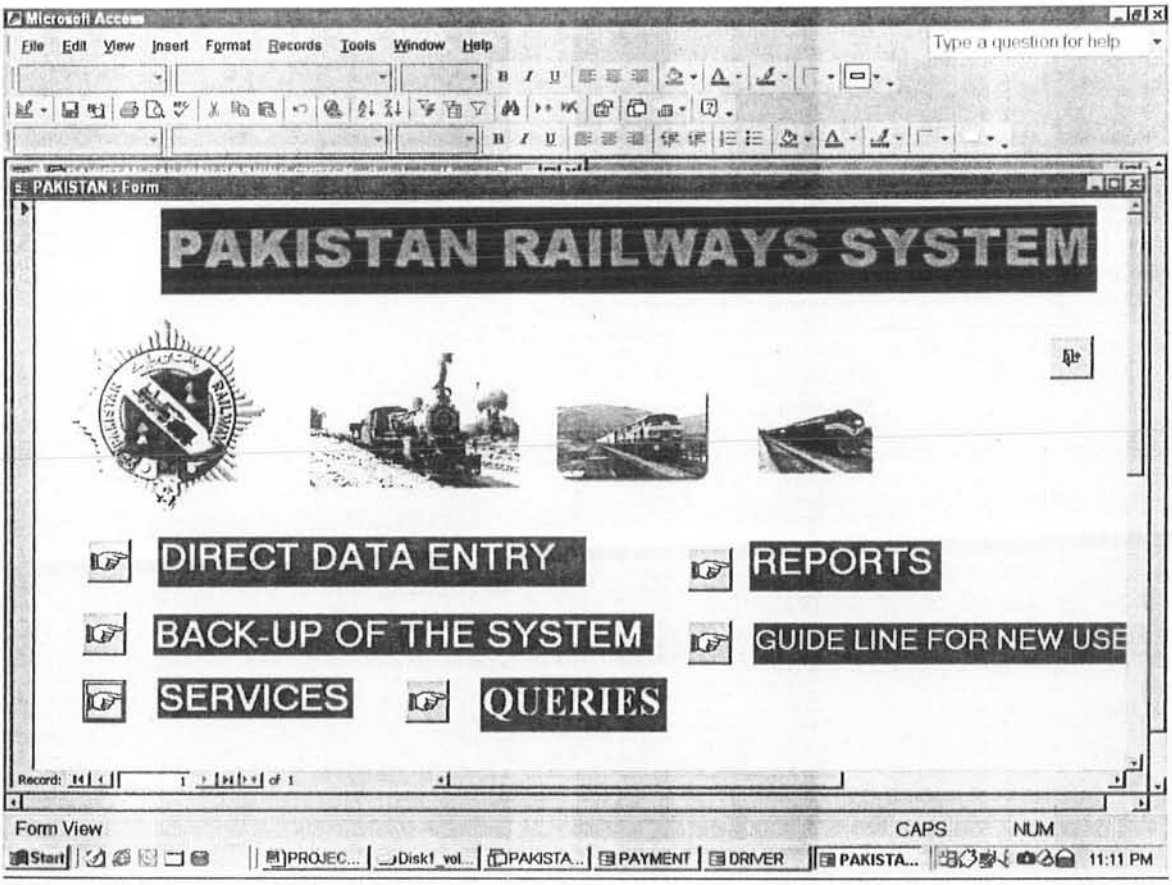

Microsoft Access - [TRAINS WITH PAYMENT : Crosstab Query]
File Edit View Insert Query Tools Window Help
Type a question for help
B1
*
TIME TABLE -ID
TRAIN-ID
ROUT-ID
PASSENGER-ID
Field: TRAIN-ID ROUT-ID AMT_PAID Total Of AMT_PAID:
Table: B1 B1 B1 B1
Total: Group By Group By Avg Avg
Crosstab: Row Heading Column Heading Value Row Heading
Sort:
Criteria:
or:
Ready
CAPS NUM
Start
PROJECT11...
Ejaz-Asghar...
Disk1_vol1 (...
PAKISTAN ...
TRAINS WI...
3:37 AM

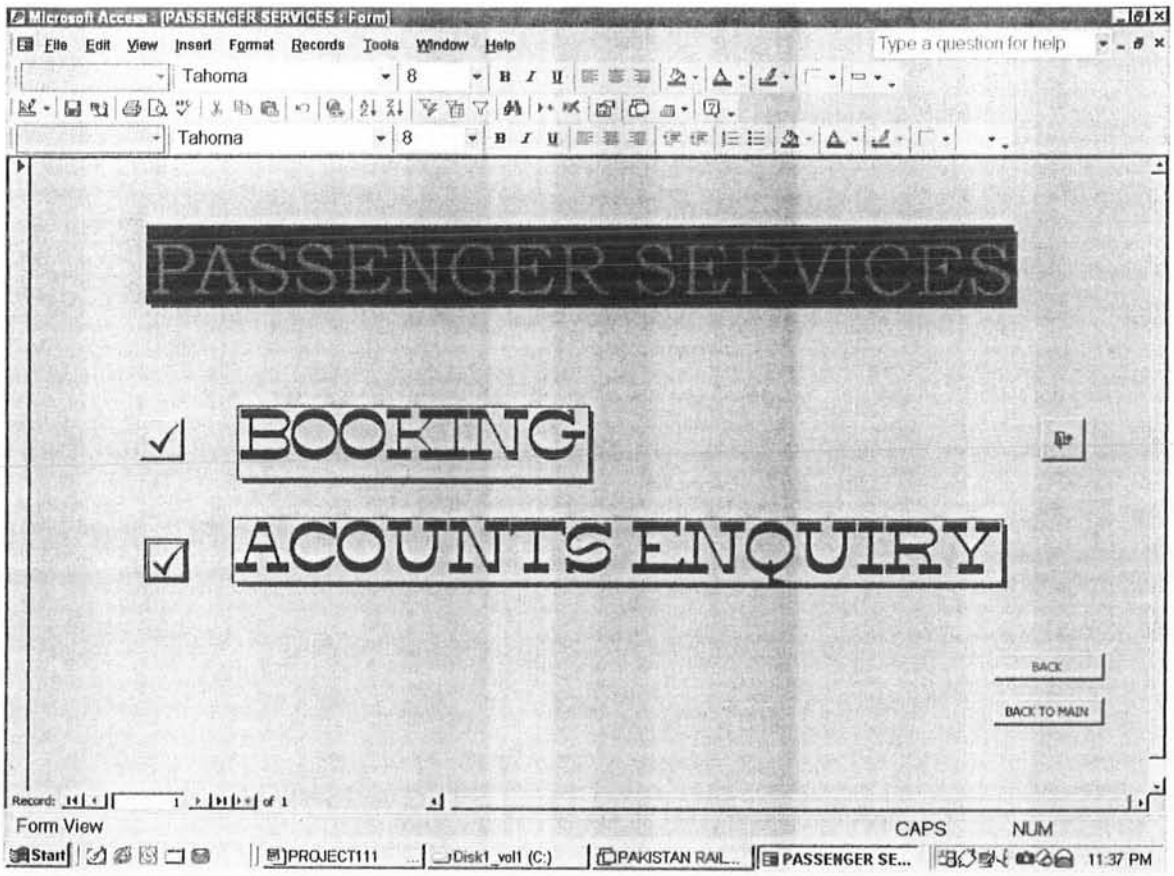
4.14 FORMS

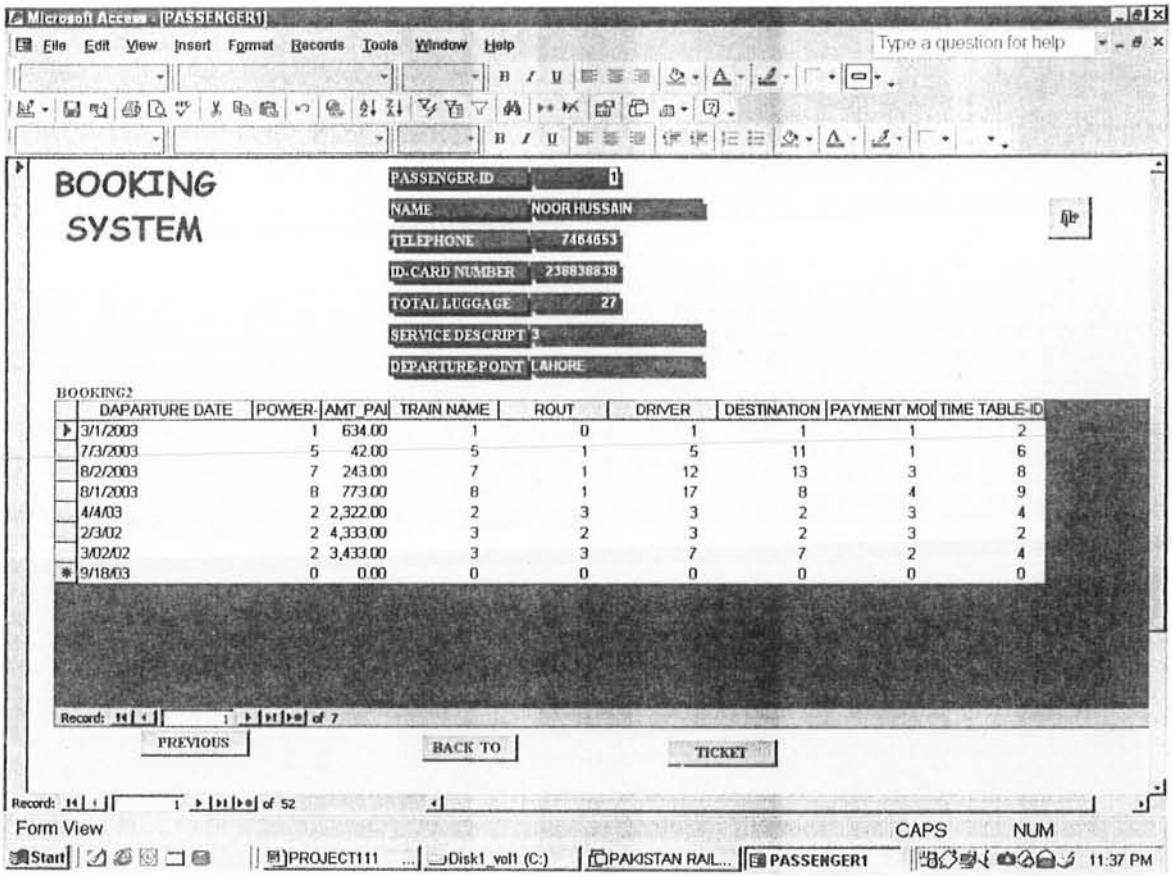

Microsoft Access - [TYPE POWER]
File Edit View Insert Format Records Tools Window Help
Type a question for help
TYPE POWER INFORMATION
TYPE POPWER-ID
TYPE DETAIL
DESAIL ENGINE
REPORT
BACK TO MAIN
Record: 1 of 3
Form View
CAPS NUM
Start
PROJECT11
Ejaz-Asghar PRail...
PAKISTAN RAIL...
TYPE POWER
3:57 AM

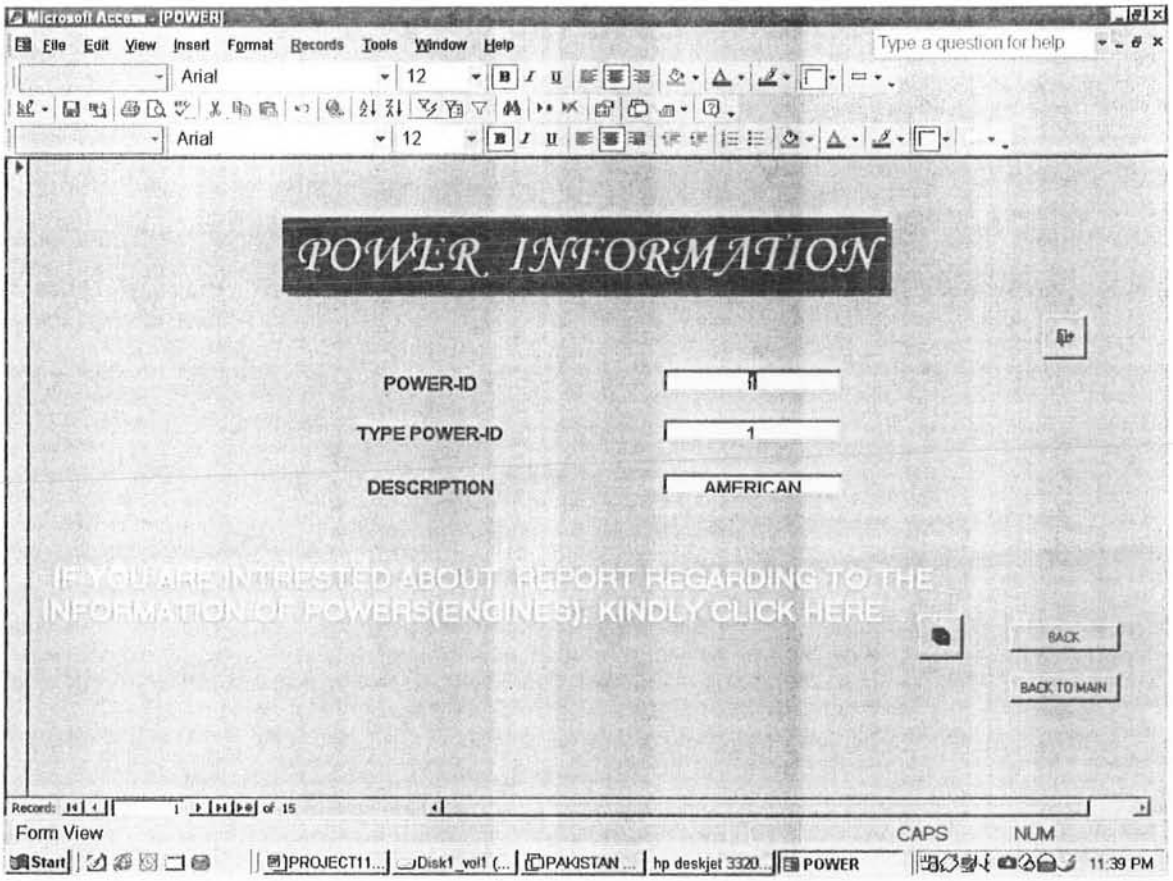

Microsoft Access - [PAYMENT]
File Edit View Insert Format Records Tools Window Help
Type a question for help
MS Sans Serif
12
ACCOUNTS
PAYMENT-ID
DESCRIPTION
FULL-PAYMENT
IF YOU ARE INTRESTED ABOUT THE REPORT, KINDLY CLICK ON HERE....
BACK
BACK TO MAIN
Record: 1 of 5
Form View
CAPS
NUM
Start
PROJECT11
Disk1_vol1 (C:)
PAKISTAN RAIL...
PAYMENT
11:00 PM

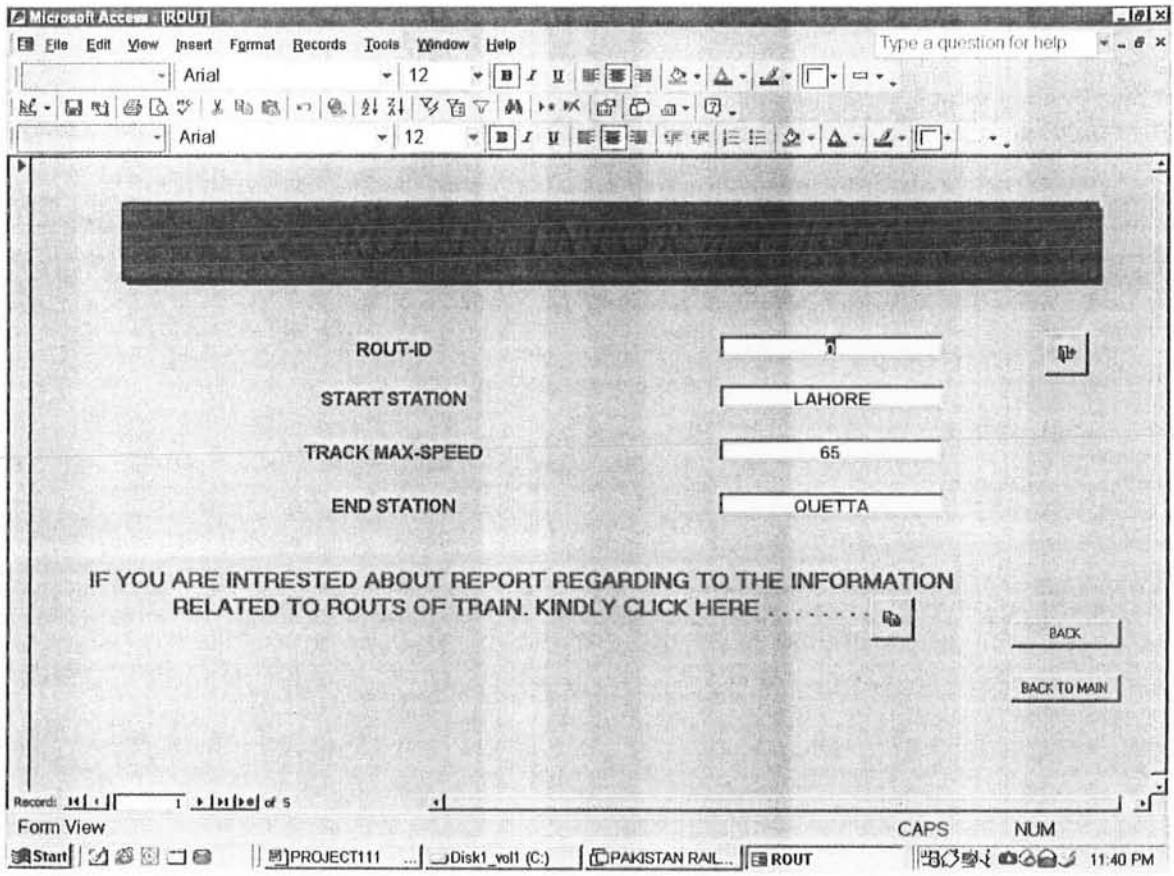

Microsoft Access
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial
12
DRIVER
INFORMATION ABOUT DRIVERS
DRIVER-ID
1
NAME
HAMID MIRZA
ADDRESS
H.NO21 ST.NO2 SANTNAG
AGE
36
TOTAL SERVICE(YEARS)
5
TELEPHONE
4244344534
SERVICE LEFT(YEARS)
20
IF YOU ARE INTRESTED ABOUT REPORT REGARDING TO THE INFORMATIONS ABOUT DRIVERS, KINDLY CLICK HERE.....
PREVIOUS
BACK TO MAIN
Form View
CAPS
NUM
Start
PROJEC...
Disk1_vol...
PAKISTA...
PAYMENT
book - Mi...
DRIVER
11:08 PM

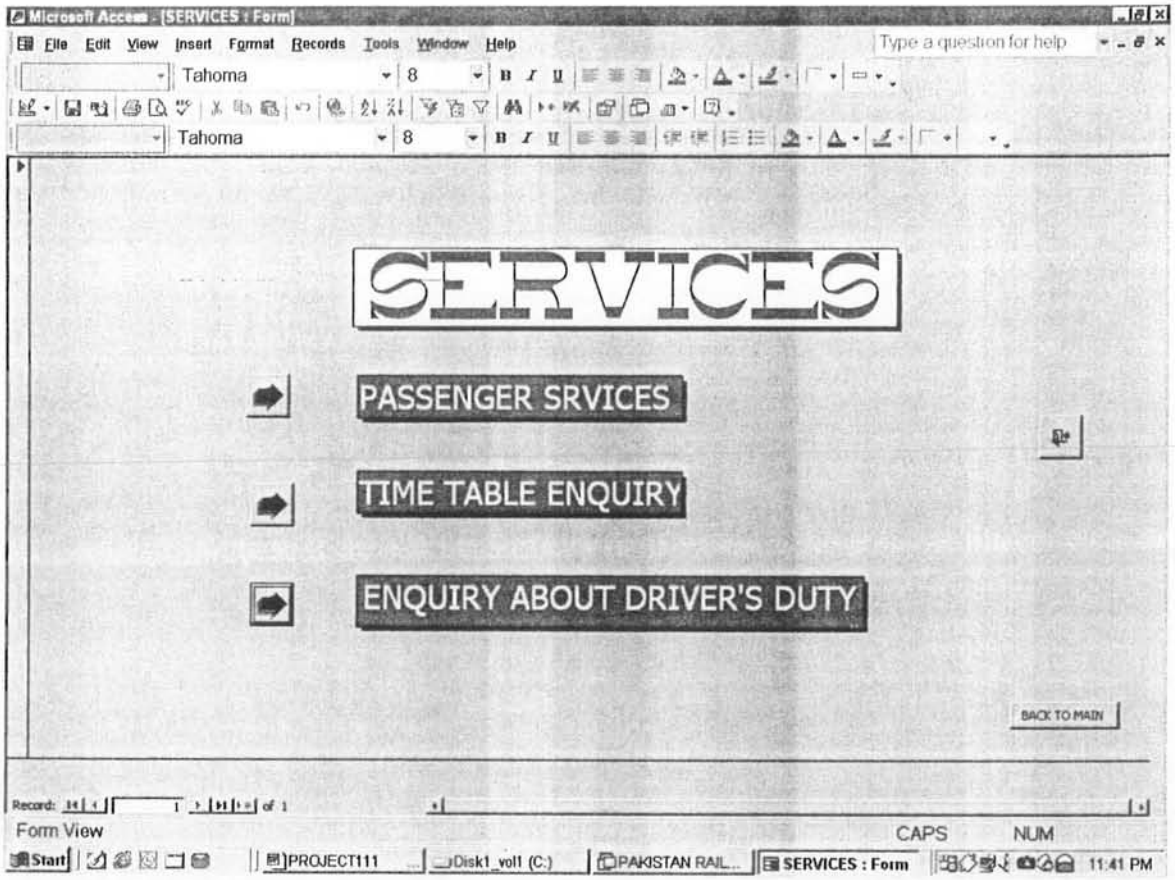

Microsoft Access
File Edit View Insert Format Records Tools Window Help
Type a question for help
PAKISTAN : Form
PAKISTAN RAILWAYS SYSTEM
DIRECT DATA ENTRY
REPORTS
BACK-UP OF THE SYSTEM
GUIDE LINE FOR NEW USE
SERVICES
QUERIES
Record: 1 of 1
Form View
CAPS
NUM
Start
PROJEC...
Disk1_vol...
PAKISTA...
PAYMENT
DRIVER
PAKISTA...
11:11 PM

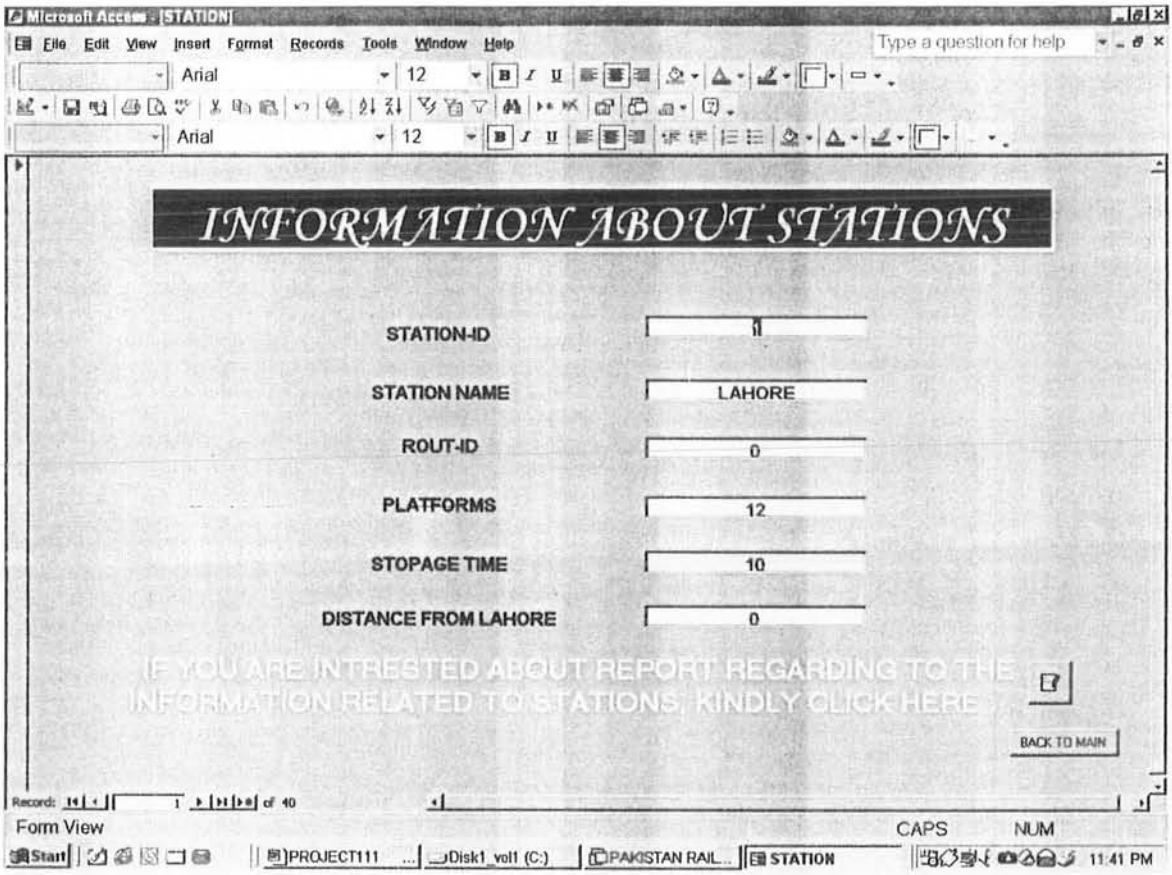

Microsoft Access - [PASSENGER SERVICES : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Tahoma
8
PASSENGER SERVICES
BOOKING
ACOUNTS ENQUIRY
BACK
BACK TO MAIN
Record: 1 of 1
Form View
CAPS NUM
Start
PROJECT111
Disk1_vol1 (C:)
PAKISTAN RAIL...
PASSENGER SE...
11:37 PM

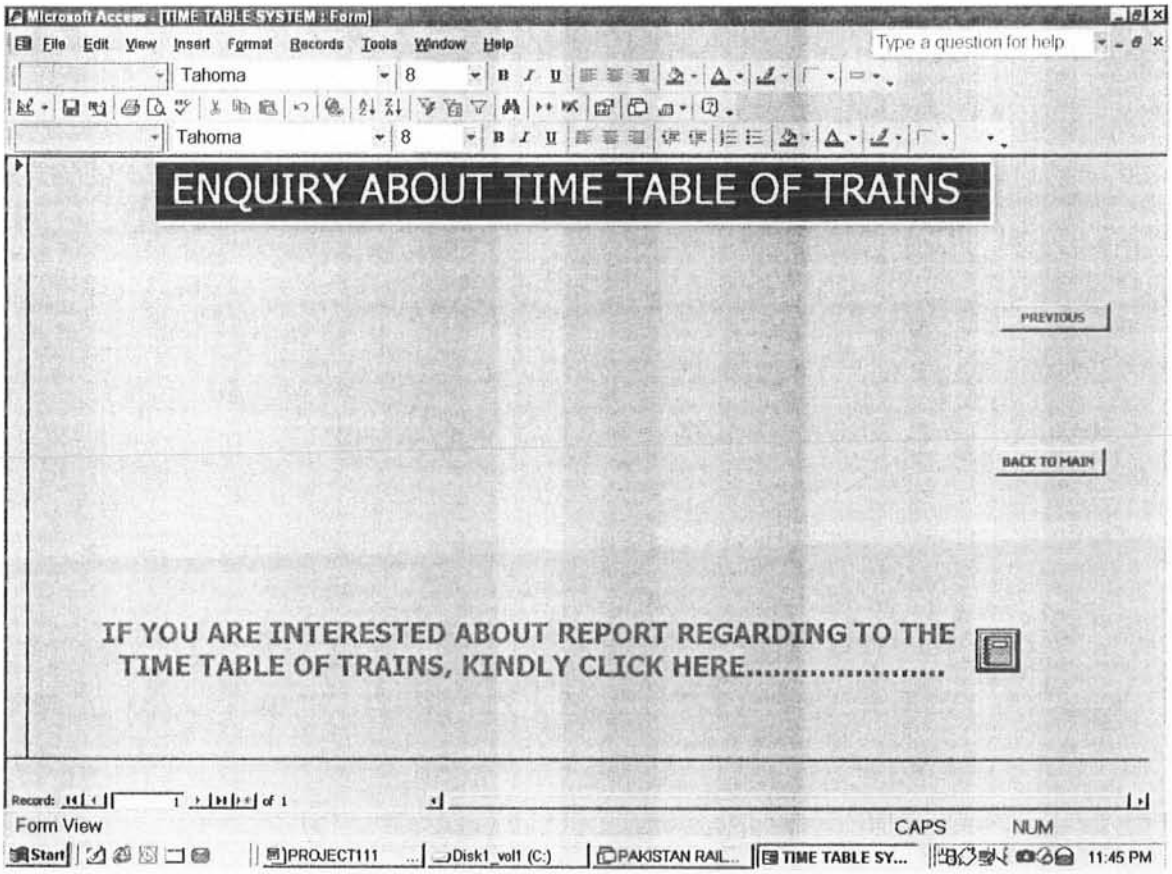

Microsoft Access - [PASSENGER1]
File Edit View Insert Format Records Tools Window Help
Type a question for help
BOOKING SYSTEM
PASSENGER-ID 1
NAME NOOR HUSSAIN
TELEPHONE 7464653
ID-CARD NUMBER 238838838
TOTAL LUGGAGE 27
SERVICE DESCRIPT 3
DEPARTURE POINT LAHORE
BOOKING2
DAPARTURE DATE | POWER- | AMT_PAI | TRAIN NAME | ROUT | DRIVER | DESTINATION | PAYMENT MOI | TIME TABLE-ID
3/1/2003 1 634.00 1 0 1 1 1 2
7/3/2003 5 42.00 5 1 5 11 1 6
8/2/2003 7 243.00 7 1 12 13 3 8
8/1/2003 8 773.00 8 1 17 8 4 9
4/4/03 2 2,322.00 2 3 3 2 3 4
2/3/02 2 4,333.00 3 2 3 2 3 2
3/02/02 2 3,433.00 3 3 7 7 2 4
9/18/03 0 0.00 0 0 0 0 0 0
Record: 1 of 7
PREVIOUS
BACK TO
TICKET
Record: 1 of 52
Form View
CAPS NUM
Start
PROJECT111 ...
Disk1_vol1 (C:)
PAKISTAN RAIL...
PASSENGER1
11:37 PM

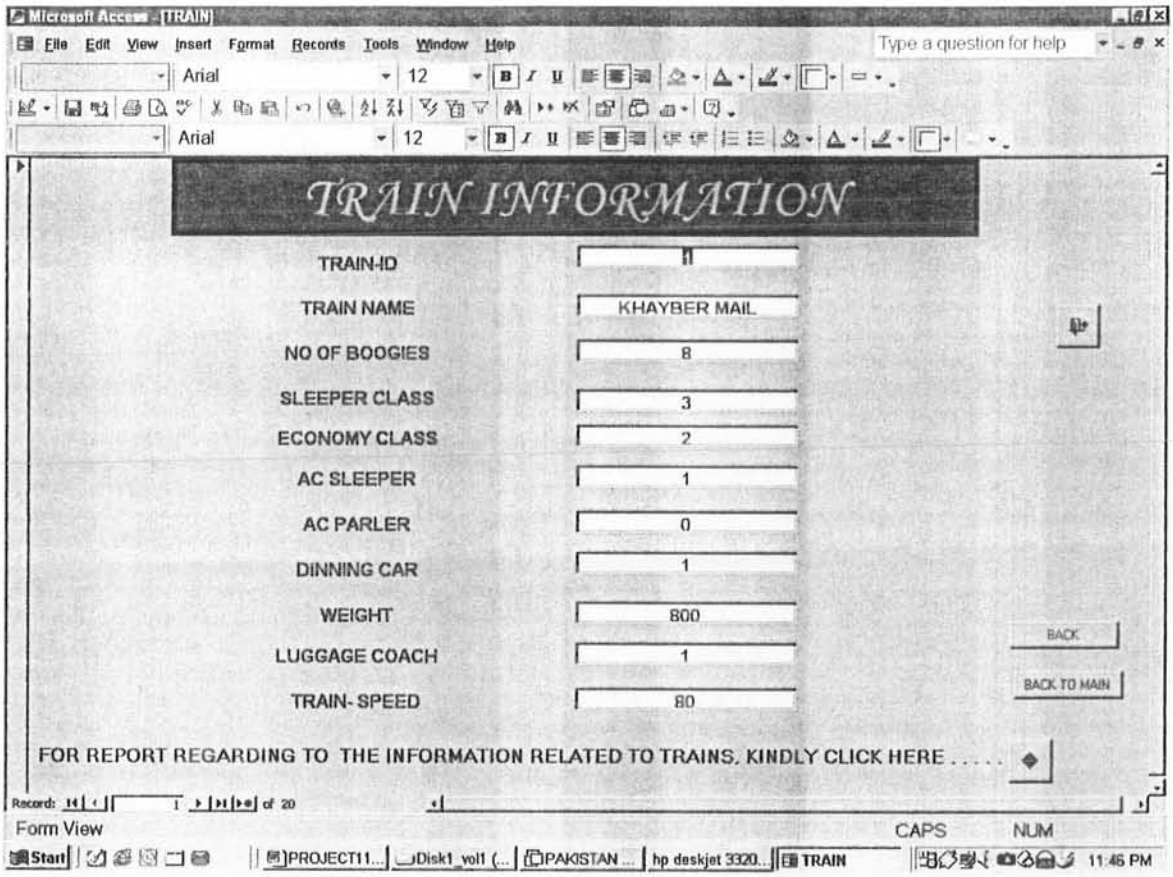

Microsoft Access - [POWER]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial
12
POWER INFORMATION
POWER-ID
11
TYPE POWER-ID
1
DESCRIPTION
AMERICAN
IF YOU ARE INTRESTED ABOUT REPORT REGARDING TO THE INFORMATION OF POWERS(ENGINES), KINDLY CLICK HERE
BACK
BACK TO MAIN
Record: 1 of 15
Form View
CAPS
NUM
Start
PROJECT11...
Disk1_vol1 (...
PAKISTAN ...
hp deskjet 3320...
POWER
11:39 PM

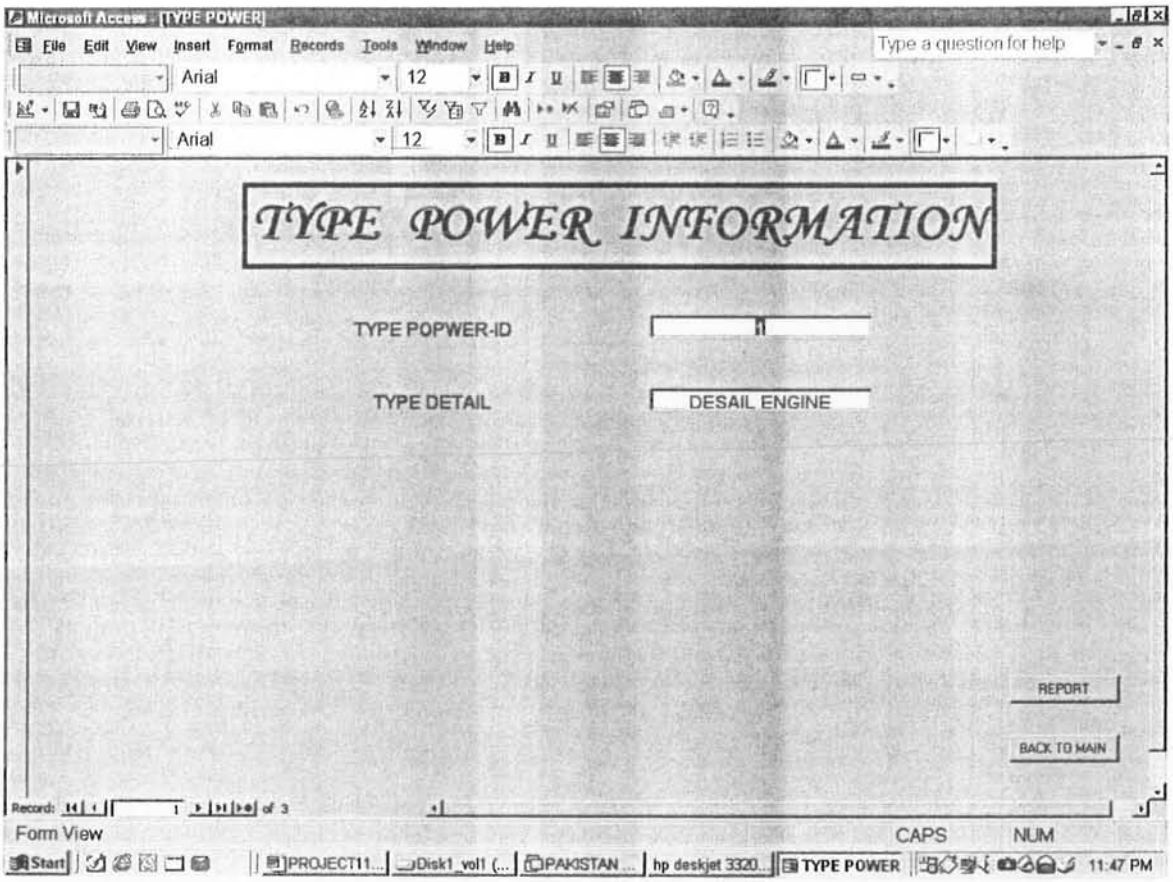

Microsoft Access - [ROUT]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial
12
ROUT-ID
1
START STATION
LAHORE
TRACK MAX-SPEED
65
END STATION
QUETTA
IF YOU ARE INTRESTED ABOUT REPORT REGARDING TO THE INFORMATION RELATED TO ROUTS OF TRAIN. KINDLY CLICK HERE . . . . . .
BACK
BACK TO MAIN
Record: 1 of 5
Form View
CAPS
NUM
Start
PROJECT111 ...
Disk1_vol1 (C:)
PAKISTAN RAIL...
ROUT
11:40 PM

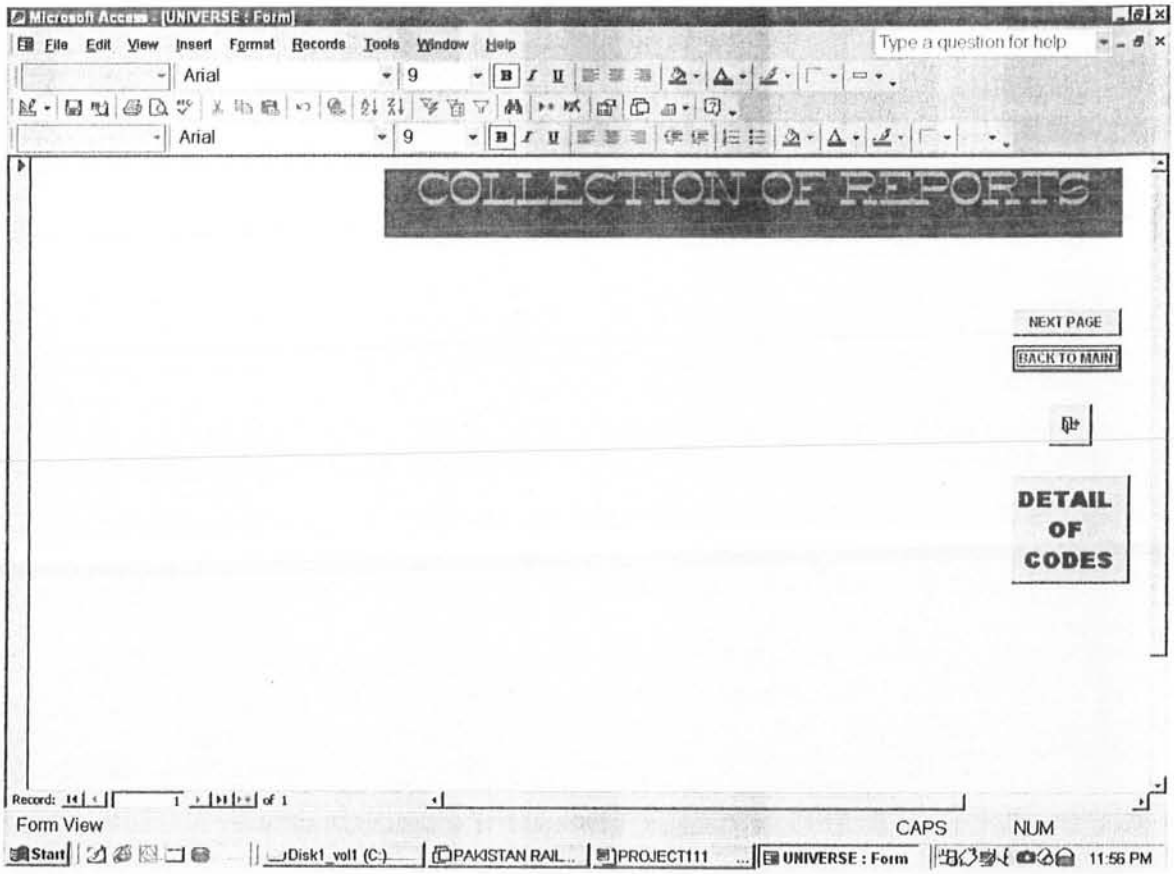

Microsoft Access - [SERVICES : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Tahoma
8
SERVICES
PASSENGER SRVICES
TIME TABLE ENQUIRY
ENQUIRY ABOUT DRIVER'S DUTY
BACK TO MAIN
Record: 1 of 1
Form View
CAPS
NUM
Start
PROJECT111
Disk1_vol1 (C:)
PAKISTAN RAIL...
SERVICES : Form
11:41 PM

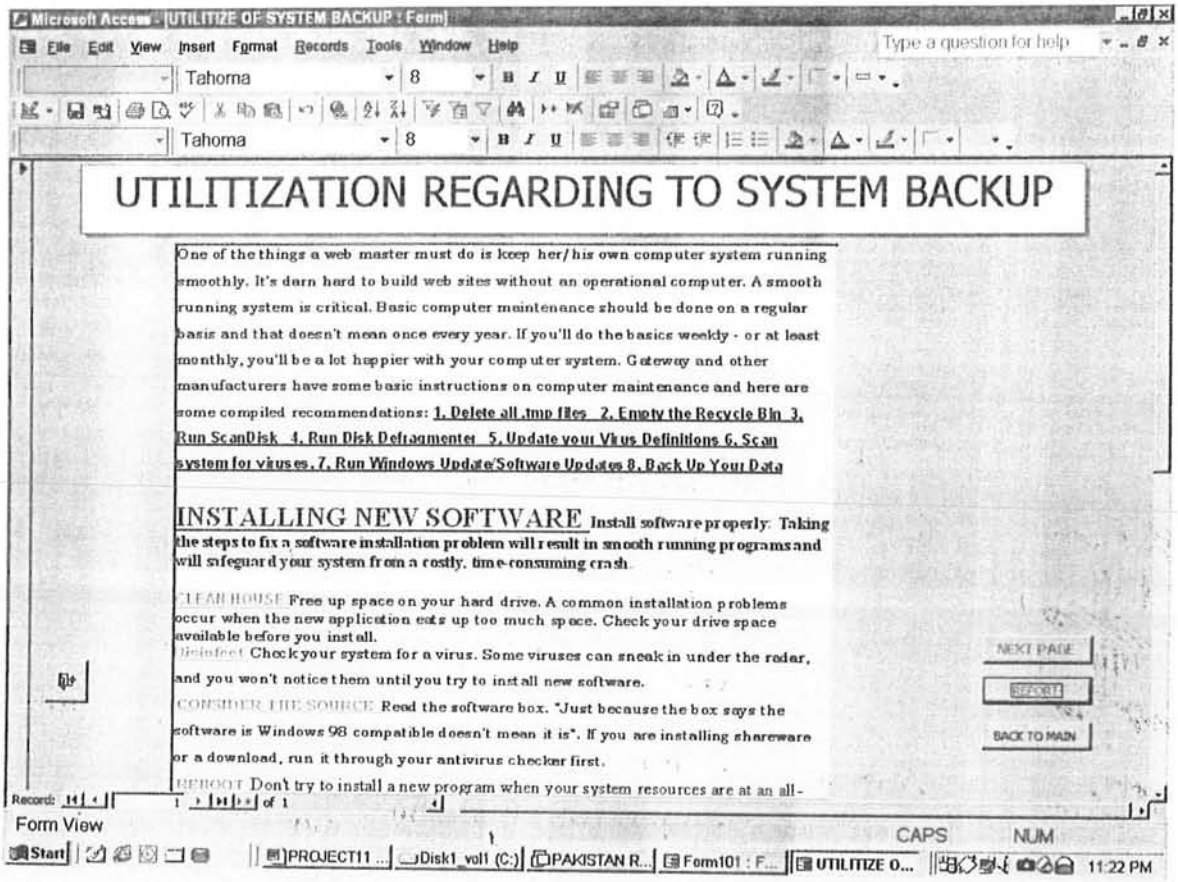

Microsoft Access - [STATION]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial
12
INFORMATION ABOUT STATIONS
STATION-ID
1
STATION NAME
LAHORE
ROUT-ID
0
PLATFORMS
12
STOPAGE TIME
10
DISTANCE FROM LAHORE
0
IF YOU ARE INTRESTED ABOUT REPORT REGARDING TO THE INFORMATION RELATED TO STATIONS, KINDLY CLICK HERE
BACK TO MAIN
Record: 1 of 40
Form View
CAPS
NUM
Start
PROJECT111
Disk1_vol1 (C:)
PAKISTAN RAIL...
STATION
11:41 PM

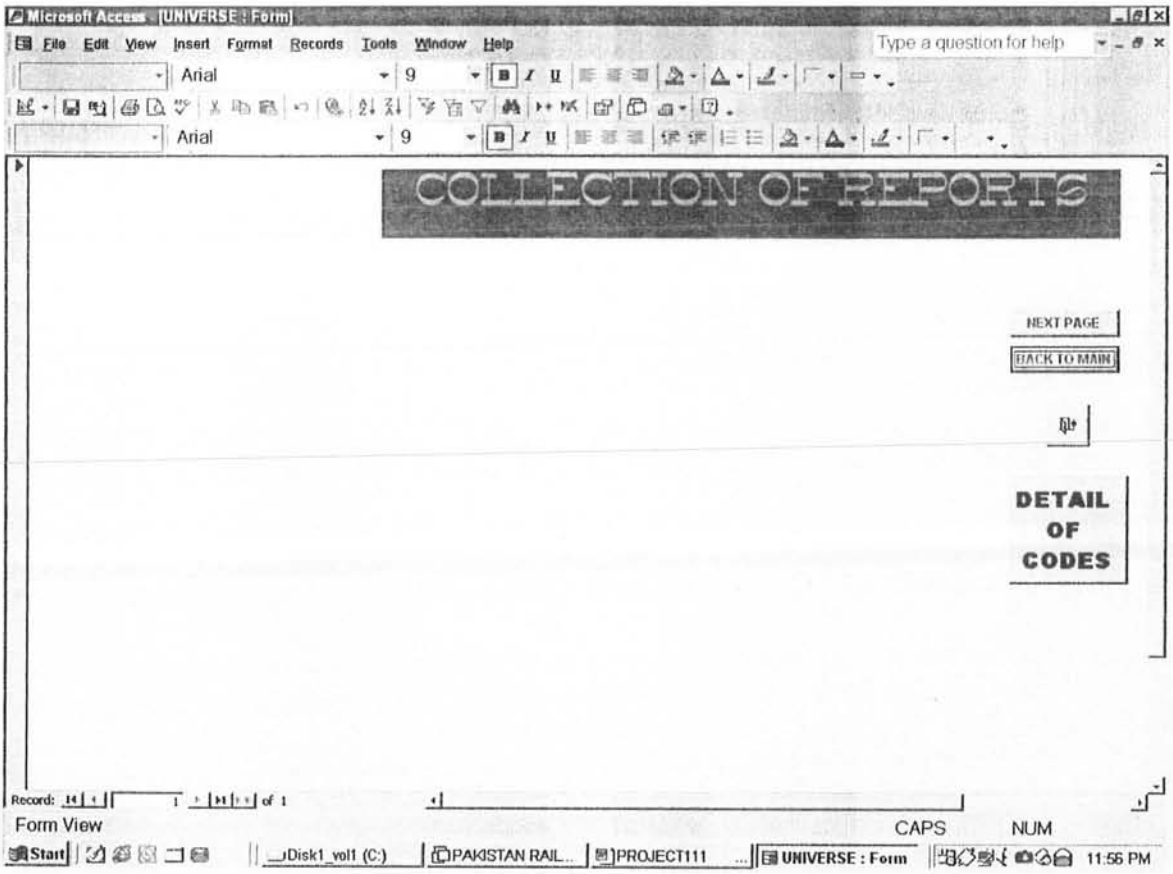

Microsoft Access - [TIME TABLE SYSTEM : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Tahoma
8
ENQUIRY ABOUT TIME TABLE OF TRAINS
PREVIOUS
BACK TO MAIN
IF YOU ARE INTERESTED ABOUT REPORT REGARDING TO THE TIME TABLE OF TRAINS, KINDLY CLICK HERE.....
Record: 1 of 1
Form View
CAPS
NUM
Start
PROJECT111
Disk1_vol1 (C:)
PAKISTAN RAIL...
TIME TABLE SY...
11:45 PM

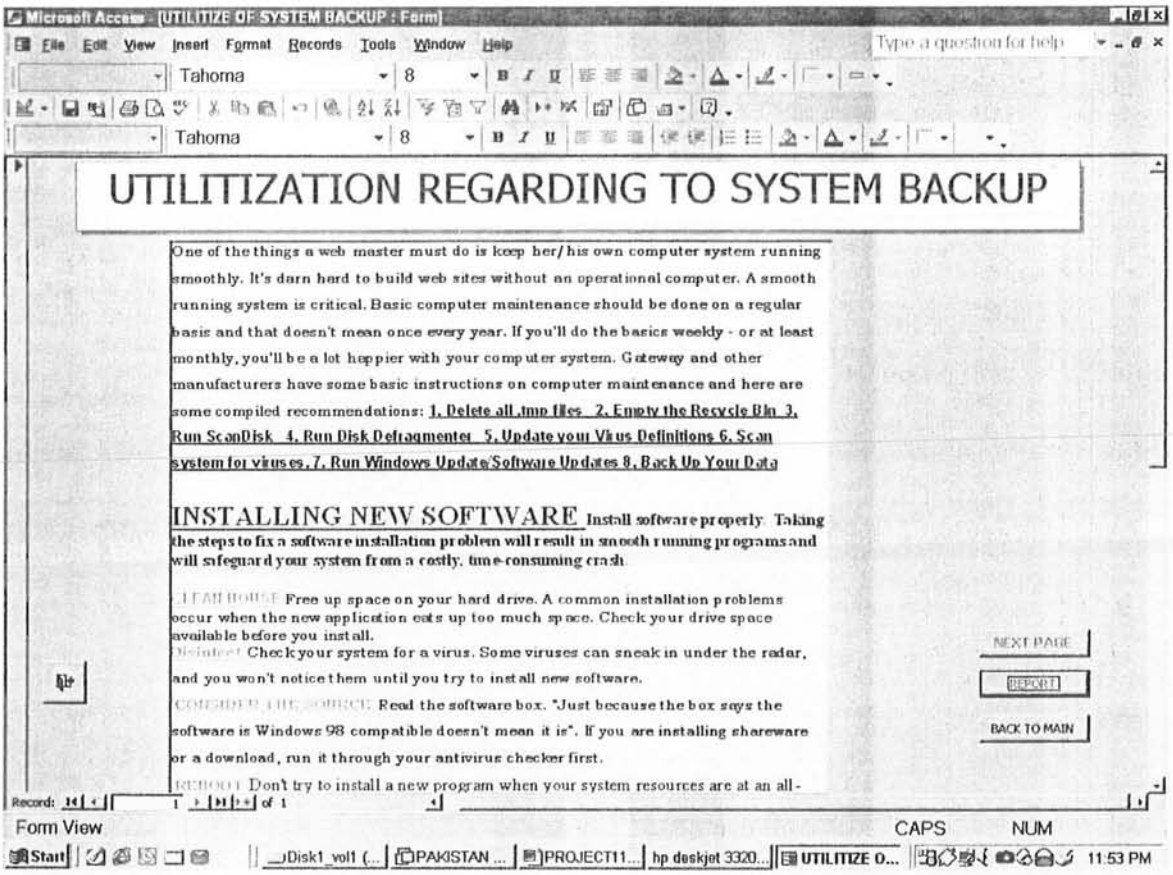

Microsoft Access - [TRAIN]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial 12
TRAIN INFORMATION
TRAIN-ID 11
TRAIN NAME KHAYBER MAIL
NO OF BOOGIES 8
SLEEPER CLASS 3
ECONOMY CLASS 2
AC SLEEPER 1
AC PARLER 0
DINNING CAR 1
WEIGHT 800
LUGGAGE COACH 1
TRAIN- SPEED 80
BACK
BACK TO MAIN
FOR REPORT REGARDING TO THE INFORMATION RELATED TO TRAINS, KINDLY CLICK HERE . . . . .
Record: 1 of 20
Form View
CAPS NUM
Start
PROJECT11...
Disk1_vol1 (...
PAKISTAN ...
hp deskjet 3320...
TRAIN
11:45 PM


Microsoft Access - [TYPE POWER]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial 12
TYPE POWER INFORMATION
TYPE POPWER-ID
TYPE DETAIL
DESAIL ENGINE
REPORT
BACK TO MAIN
Record: 1 of 3
Form View
CAPS NUM
Start
PROJECT11...
Disk1_vol1 (...
PAKISTAN ...
hp deskjet 3320...
TYPE POWER
11:47 PM


Microsoft Access - [UNIVERSE : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial
9
COLLECTION OF REPORTS
NEXT PAGE
BACK TO MAIN
DETAIL OF CODES
Record: 1 of 1
Form View
CAPS
NUM
Start
Disk1_vol1 (C:)
PAKISTAN RAIL...
PROJECT111
UNIVERSE : Form
11:56 PM


Microsoft Access - [UTILITIZE OF SYSTEM BACKUP : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Tahoma
8
UTILITIZATION REGARDING TO SYSTEM BACKUP
One of the things a web master must do is keep her/his own computer system running smoothly. It's darn hard to build web sites without an operational computer. A smooth running system is critical. Basic computer maintenance should be done on a regular basis and that doesn't mean once every year. If you'll do the basics weekly - or at least monthly, you'll be a lot happier with your computer system. Gateway and other manufacturers have some basic instructions on computer maintenance and here are some compiled recommendations: 1. Delete all .tmp files 2. Empty the Recycle Bin 3. Run ScanDisk 4. Run Disk Defragmenter 5. Update your Virus Definitions 6. Scan system for viruses. 7. Run Windows Update/Software Updates 8. Back Up Your Data
INSTALLING NEW SOFTWARE Install software properly: Taking the steps to fix a software installation problem will result in smooth running programs and will safeguard your system from a costly, time-consuming crash.
CLEAN HOUSE Free up space on your hard drive. A common installation problems occur when the new application eats up too much space. Check your drive space available before you install.
Disinfect Check your system for a virus. Some viruses can sneak in under the radar, and you won't notice them until you try to install new software.
CONSIDER THE SOURCE Read the software box. "Just because the box says the software is Windows 98 compatible doesn't mean it is". If you are installing shareware or a download, run it through your antivirus checker first.
REBOOT Don't try to install a new program when your system resources are at an all-
NEXT PAGE
BACK TO MAIN
Record: 1 of 1
Form View
CAPS
NUM
Start
PROJECT11 ...
Disk1_vol1 (C:)
PAKISTAN R...
Form101 : F...
UTILITIZE O...
11:22 PM


Microsoft Access - [UNIVERSE : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial
9
COLLECTION OF REPORTS
NEXT PAGE
BACK TO MAIN
DETAIL OF CODES
Record: 1 of 1
Form View
CAPS
NUM
Start
Disk1_vol1 (C:)
PAKISTAN RAIL...
PROJECT111
UNIVERSE : Form
11:55 PM


Microsoft Access - [UTILITIZE OF SYSTEM BACKUP : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Tahoma
8
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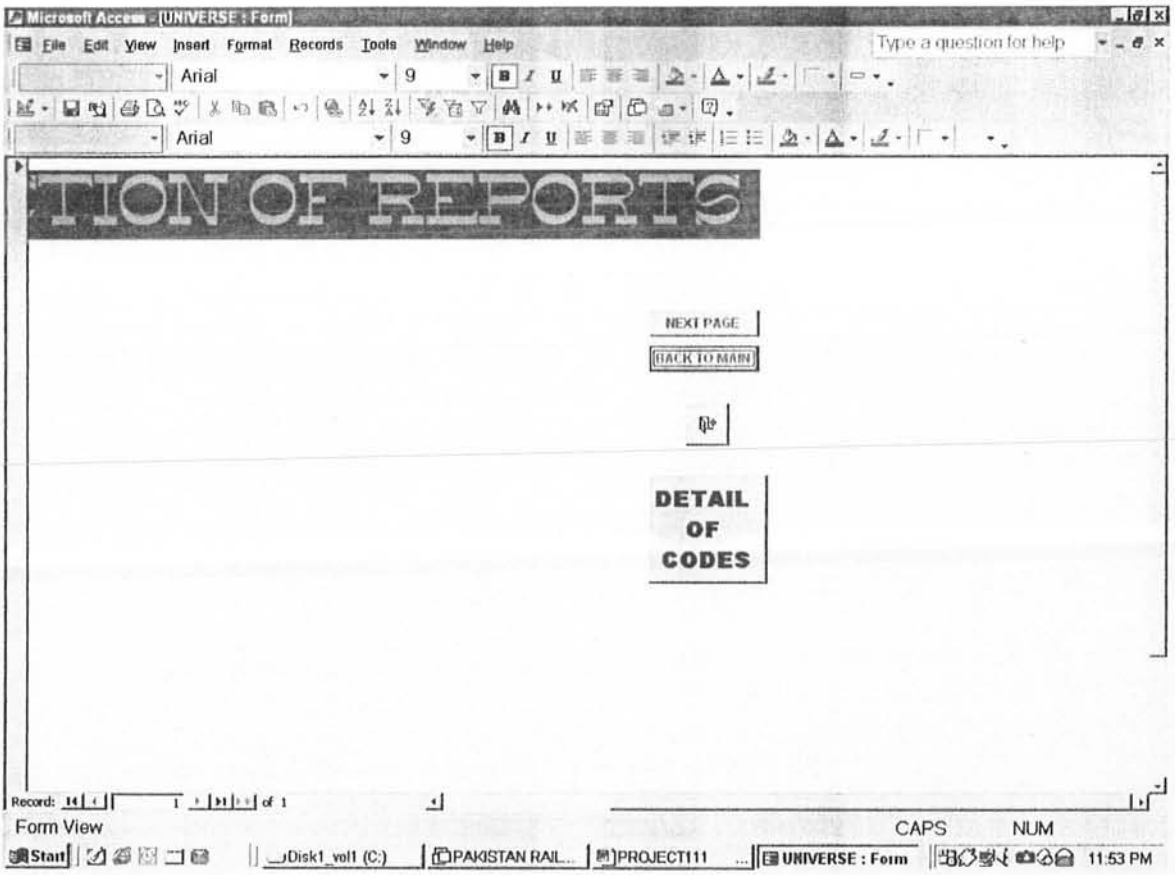
REBOOT Don't try to install a new program when your system resources are at an all-
NEXT PAGE
REPORT
BACK TO MAIN
Record: 1 of 1
Form View
CAPS
NUM
Start
Disk1_vol1 (...
PAKISTAN ...
PROJECT11...
hp deskjet 3320...
UTILITIZE O...
11:53 PM


Microsoft Access - [UNIVERSE : Form]
File Edit View Insert Format Records Tools Window Help
Type a question for help
Arial
9
TION OF REPORTS
NEXT PAGE
BACK TO MAIN
DETAIL OF CODES
Record: 1 of 1
Form View
CAPS NUM
Start
Disk1_vol1 (C:)
PAKISTAN RAIL...
PROJECT111
UNIVERSE : Form
11:53 PM

BOOKING

TIME TABLE -ID	NAME	STATION NAM	TRAIN NAM	DAPARTUR	_PAID	IGER-ID
3						
	HASHIM KHAN					
		BADAMI BAGH				
			BOLAN MAIL			
				4/2/2003	856.00	2
			Summary for 'TRAIN NAME' = BOLAN MAIL (1 detail			
			Sum		856.00	
		Summary for 'STATION NAME' = BADAMI BAGH (1 detail record)				
		Sum			856.00	
	Summary for 'NAME' = BOOKING (1 detail record)					
	Sum				856.00	
Summary for 'TIME TABLE -ID' = 3 (1 detail record)						
Sum					856.00	
12						
	HASHIM KHAN					
		LAHORE				
			QUETTA EXPR			
				11/3/2003	883.00	2
			Summary for 'TRAIN NAME' = QUETTA EXPRESS (1			
			Sum		883.00	
		Summary for 'STATION NAME' = LAHORE (1 detail record)				
		Sum			883.00	
	Summary for 'NAME' = BOOKING (1 detail record)					
	Sum				883.00	
Summary for 'TIME TABLE -ID' = 12 (1 detail record)						
Sum					883.00	
13						
	HASHIM KHAN					
		SIBI				
			SHALIMAR EX			
				12/2/2003	832.00	2
			Summary for 'TRAIN NAME' = SHALIMAR EXPRESS			
			Sum		832.00	

TIME TABLE -ID	NAME	STATION NAM	TRAIN NAM	DAPARTUR	_PAID	IGER-ID
		Summary for 'STATION NAME' = SIBI (1 detail record)				
		Sum			832.00	
	Summary for 'NAME' = BOOKING (1 detail record)					
	Sum				832.00	
Summary for 'TIME TABLE -ID' = 13 (1 detail record)						
Sum					832.00	
14						
	HASHIM KHAN					
		GUJRANWALA				
			BALUCHISTA			
				13/3/2003	394.00	2
			Summary for 'TRAIN NAME' = BALUCHISTAN-exp (1			
			Sum		394.00	
		Summary for 'STATION NAME' = GUJRANWALA (1 detail record)				
		Sum			394.00	
	Summary for 'NAME' = BOOKING (1 detail record)					
	Sum				394.00	
Summary for 'TIME TABLE -ID' = 14 (1 detail record)						
Sum					394.00	
Grand Total					,965.00	

BOOKING_Crosstab

TRAIN-ID	Total Of AMT_PAID	0	1	2	3	4
1						
	1122	1122				
Summary for 'TRAIN-ID' = 1 (1 detail record)						
Sum	1122	1122				
2						
	3732	1410			2322	
Summary for 'TRAIN-ID' = 2 (1 detail record)						
Sum	3732	1410			2322	
3						
	8340	574		4333	3433	
Summary for 'TRAIN-ID' = 3 (1 detail record)						
Sum	8340	574		4333	3433	
4						
	1209	777	432			
Summary for 'TRAIN-ID' = 4 (1 detail record)						
Sum	1209	777	432			
5						
	363		363			
Summary for 'TRAIN-ID' = 5 (1 detail record)						
Sum	363		363			
6						
	1018		1018			
Summary for 'TRAIN-ID' = 6 (1 detail record)						
Sum	1018		1018			
7						
	506		243	263		
Summary for 'TRAIN-ID' = 7 (1 detail record)						
Sum	506		243	263		
8						
	1120		1120			
Summary for 'TRAIN-ID' = 8 (1 detail record)						
Sum	1120		1120			
9						
	99			54	45	

TRAIN-ID	Total Of AMT_PAID	0	1	2	3	4
Summary for 'TRAIN-ID' = 9 (1 detail record)						
Sum	99			54	45	
10						
	352			352		
Summary for 'TRAIN-ID' = 10 (1 detail record)						
Sum	352			352		
11						
	883			883		
Summary for 'TRAIN-ID' = 11 (1 detail record)						
Sum	883			883		
12						
	832			832		
Summary for 'TRAIN-ID' = 12 (1 detail record)						
Sum	832			832		
13						
	394				394	
Summary for 'TRAIN-ID' = 13 (1 detail record)						
Sum	394				394	
14						
	663				663	
Summary for 'TRAIN-ID' = 14 (1 detail record)						
Sum	663				663	
15						
	263				263	
Summary for 'TRAIN-ID' = 15 (1 detail record)						
Sum	263				263	
16						
	263				263	
Summary for 'TRAIN-ID' = 16 (1 detail record)						
Sum	263				263	
17						
	123					123
Summary for 'TRAIN-ID' = 17 (1 detail record)						
Sum	123					123
18						
	354					354
Summary for 'TRAIN-ID' = 18 (1 detail record)						
Sum	354					354
19						

TRAIN-ID	Total Of AMT_PAID	0	1	2	3	4
	623					623
Summary for 'TRAIN-ID' = 19 (1 detail record)						
Sum	623					623
20						
	273					273
Summary for 'TRAIN-ID' = 20 (1 detail record)						
Sum	273					273
Grand Total	22532	3883	3176	6717	7383	1373

DRIVER Query

NAME	TOTAL SERVICE(YEARS)	SERVICE LEFT(YEARS)
AKHTAR ALI NIAZI	12	13
ASGHAR SAEED CH	6	19
HAMID MIRZA	5	20
IMTIAZ DURANI	6	19
IQBAL HUSSAIN	9	16
KHALID HAMEED PASHA	18	7
KHALID MEHMOOD	4	21
MAJID ATTA	10	15
MOHAMMAD ALI SHAKOOR	7	18
MUHAMMAD ASLAM	13	12

NAME	TOTAL SERVICE(YEARS)	SERVICE LEFT(YEARS)
MUHAMMAD KAZIMI CH	18	7
SAEED AHMED	6	19
SHAHID RAZA	7	18
SHAHZAD AHMED DURANI	12	13
SHAKEEL AHMED	15	10
SHAKIR HUSSAIN RANDAW	17	8
SIKANDAR ALI NIAZI	21	4
TASADUC HUSSAIN KIRMA	12	13

B1_Crosstab3

TRAIN-ID	Total Of PASSENGER-ID	0	1	2	3	4
1						
	288			64	128	96
Summary for 'TRAIN-ID' = 1 (1 detail record)						
Sum	288			64	128	96
2						
	384	32	192	128		32
Summary for 'TRAIN-ID' = 2 (1 detail record)						
Sum	384	32	192	128		32
3						
	512	96	128	160	128	
Summary for 'TRAIN-ID' = 3 (1 detail record)						
Sum	512	96	128	160	128	
4						
	1280	320	96	96	384	384
Summary for 'TRAIN-ID' = 4 (1 detail record)						
Sum	1280	320	96	96	384	384
5						
	736	96	320	192	96	32
Summary for 'TRAIN-ID' = 5 (1 detail record)						
Sum	736	96	320	192	96	32
6						
	576	288	160	128		
Summary for 'TRAIN-ID' = 6 (1 detail record)						
Sum	576	288	160	128		
7						
	416	224	32	128	32	
Summary for 'TRAIN-ID' = 7 (1 detail record)						
Sum	416	224	32	128	32	
8						
	32		32			
Summary for 'TRAIN-ID' = 8 (1 detail record)						
Sum	32		32			
9						
	128			128		

TRAIN-ID	Total Of PASSENGER-ID	0	1	2	3	4
Summary for 'TRAIN-ID' = 9 (1 detail record)						
Sum	128			128		
10						
	32			32		
Summary for 'TRAIN-ID' = 10 (1 detail record)						
Sum	32			32		
Grand Total	4384	1056	960	1056	768	544

PASSENGER5

PASSENGER-ID	NAME	TRAIN-ID	ROUT-ID	MAX-SPEED
1	NOOR HUSSAIN	1	0	65
		2	3	72
		3	2	60
			3	72
		5	1	53
		7	1	53
		8	1	53
2	HASHIM KHAN	2	0	65
		11	2	60

PASSENGER-ID	NAME	TRAIN-ID	ROUT-ID	MAX-SPEED
			12	
			2	
				60
			13	
			3	
				72
3				
	ASGHAR SAEED			
			1	
			0	
				65
			3	
			0	
				65
			16	
			3	
				72
			17	
			4	
				70
			18	
			4	
				70
4				
	KHALID SALEEM			
			4	
			0	
				65
			19	
			4	
				70
			20	

B1_Crosstab1

TRAIN-ID	)f AMT_PAID	0	1	2	3	4
1	478.5555555556			857.5	555.75	123
2	668.1666666667	554	610.1666666667	736.75		856
3	503.1875	554	554.5	529	381.5	
4	344.225	195.2	490.3333333333	795.3333333333	288.3333333333	375
5	283.9565217391	0	420.4	189.3333333333	189.3333333333	623
6	222.8888888889	44	432	364		
7	288.2307692308	0	243	710.25	663	
8	773		773			
9	54			54		
10	352			352		

B1_Crosstab4

DESCRIPTION	otal Of PASSENGER-ID	0	1	2	3	4
40% DISCOUNT FOR						
	896		416	192	160	128
	1024	128	224	224	320	128
	896	128	160	320	160	128
	896	128	160	320	128	160
	672	672				
45% CONCESSION(FO						
	896	128	160	320	128	160
	672	672				
	896		416	192	160	128
	1024	128	224	224	320	128
	896	128	160	320	160	128
FULL-PAYMENT						
	672	672				
	1024	128	224	224	320	128
	896	128	160	320	128	160
	896	128	160	320	160	128
	896		416	192	160	128
HALF PAYMENT (DE						
	1024	128	224	224	320	128
	896	128	160	320	160	128
	672	672				
	896		416	192	160	128
	896	128	160	320	128	160
HALF PAYMENT FOR						
	896		416	192	160	128
	896	128	160	320	128	160
	1024	128	224	224	320	128
	896	128	160	320	160	128
	672	672				

START STATION	ROUT-ID	TRACK MAX-SPEED	END STATION
LAHORE			
	0	65	QUETTA
	1	53	PESHAWAR
	2	60	KARACHI
	3	72	FAISALABAD
	4	70	SIALKOT

11Q

ROUT-ID	START STATION	TRACK MAX-SPEED	END STATION
1	LAHORE	53	PESHAWAR
2	LAHORE	60	KARACHI
3	LAHORE	72	FAISALABAD
0	LAHORE	65	QUETTA
4	LAHORE	70	SIALKOT

13Q

ROUT-ID	STATION NAME	PLATFORMS	STOPAGE TIME
0			
	QUETTA	3	0
	SIBI	4	30
	JACOBABAD	2	15
	ROHRI	2	2
	SUKKER	4	3
	MULTAN	5	10
	KHANEWAL	4	5
	SAHIWAL	3	5
	OKARA	2	2
	LAHORE	12	10
1			
	GUJRAT	2	5
	GUJRANWALA	2	2
	BADAMI BAGH	2	1
	PESHAWAR	4	0
	ATTAK	2	2
	JEHLUM	3	5
	WAZIRABAD	3	5
	LAHORE	12	30
	LALA MUSA	2	2
	RAWALPINDI	5	15
2			
	KARACHI	5	0
	OKARA	2	2
	SHIKARPUR	2	2
	SUKKER	3	2
	ROHRI	2	2
	LARKANA	2	2
	KARACHI CANT	2	2

ROUT-ID	STATION NAME	PLATFORMS	STOPAGE TIME
	LAHORE	12	0
	LAHORE CANT	2	1
	HAYDERABAD	3	5
3			
	SHAHDRA BAGH	2	2
	BADAMI BAGH	2	2
	GUJRANWALA	2	2
	TOBA TEK SING	4	5
	GOJRA	2	2
	FAISALABAD	5	0
	LAHORE	12	0
4			
	LAHORE	12	0
	AIMANABAD	2	2
	SIALKOT	4	

14Q

STATION NAME	STOPAGE TIME	Total Of STATION-ID
AIMANABAD		
	2	
		39
ATTAK		
	2	
		19
BADAMI BAGH		
	1	
		12
	2	
		32
FAISALABAD		
	0	
		37
GOJRA		
	2	
		36
GUJRANWALA		
	2	
		23.5
GUJRAT		
	5	
		16
HAYDERABAD		
	5	
		28
JACOBABAD		
	15	
		8
JEHLUM		

TRAIN Query

AIN-ID	TRAIN NA	3OOGIES	R CLASS	IY CLASS	EEPER	ARLER	DINNING C	EIGHT	LUGGAGE
1	KHAYBER M	8	3	2	1	0	1	800	1
2	BOLAN MAI	7	2	2	1	0	1	700	1
3	TEZ RO	7	2	1	1	1	1	700	1
4	TEZ GAM	7	3	1	1	0	1	700	1
5	CHINAB EXP	8	3	2	1	0	1	800	1
6	AWAM EXPR	7	2	2	1	0	1	700	1
7	KARACHI EX	8	2	2	1	1	1	800	1
8	KUSHALKH	9	3	2	1	1	1	900	1
9	CHILTAN EX	8	2	2	2	0	1	800	1
10	BAHAUDDIN	7	2	2	1	0	1	700	1
11	QUETTA EXP	8	3	2	1	0	1	800	1
12	SHALIMAR E	7	2	2	1	0	1	700	1
13	BALUCHIST	7	2	2	1	0	1	700	1
14	SUPER EXPR	7	2	2	1	0	1	0	1
15	RAIL CAR	9	3	2	1	1	1	900	1
16	BOLAN EXP	8	3	2	1	0	1	800	1
17	PESHAWAR	7	2	2	1	0	1	700	1
18	LAHORE EX	8	2	2	2	0	1	800	1
19	KARACHI EX	7	2	2	1	0	1	700	1
20	MULTAN EX	7	2	2	1	0	1	700	1

B1_Crosstab2

TRAIN NAME	TAIN-ID	0	1	2	3	4
AWAM EXPRESS						
	6	49.279123934473	121.97618078644	0		
BAHAUDDIN ZIK						
	10			0		
BOLAN MAIL						
	2	0	261.96225565087	223.28273803042		0
CHILTAN EXPRE						
	9			0		
CHINAB EXPRES						
	5	0	184.05352908162	104.45276661608	104.72728158781	0
KARACHI EXPRE						
	7	0	0	271.63233604314	0	
KHAYBER MAIL						
	1			25.701584164628	170.09918366649	0
KUSHALKHANK						
	8		0			
TEZ GAM						
	4	239.44462386883	203.76801394913	26.063350621400	231.40622072543	156.0333364662
TEZ RO						
	3	0	79.812378413574	184.10169462084	76.287066632773	

CHAPTER #5

IMPLEMENTATION

6.1 INTRODUCTION

In this phase we discuss, how to implement the system? Also performance of the system is access and evaluated. To improve the performance, the draw backs in the system and suggestions are also given then process of assuring that the system is operational and then allowing users to take over its operation for the use and evaluations called implementation. The system analyst has several approaches to implement that should be considered as a change over to the new system in being prepared. These include shifting more computer power to the users via an information center and or distributed processing, training, users, converting from the old system and evaluating the new one.

6.2 INFORMATION CENTER

The first approach to implementation concerns the movement of computer power to the individual user by setting up an information center or shifting computer power and responsibility to the groups with the help of distributed computing.

6.3 TRAINING USERS

The second approach to the implementation is using different strategies for training users and information center personal including taking them on their level, using the variety of training techniques and making sure that each user understands any new role that he/she must enact because of new information system.

6.4 CONVERSION STRATEGY

Another approach to implementation is choosing conversion strategy, the analyst needs to weight the situation and purpose a conversion plan that is appropriate for the particular organization and information system, and there are five conversion methods for implementation.

6.5 DIRECT CONVERSION

In this method of conversion, manual system is entirely replaced by the new system. Then presently working system is abandoned and the new system because of complete operation on the real data.

6.6 PARALLEL CONVERSION

This allows us to compare both the old and new system. Both system run simultaneously and the merits and demerits of both are observed. If new system gives some fault then they are tried to remove while the old system continues to work.

6.7 PILOT CONVERSION

In this method of conversion the new system is partially implemented, until it can be determined that the new system works correctly.

6.8 MODULAR PROTOTYPE CONVERSION

This approach to conversion uses the building of modular operational prototypes to change from old system to new in gradual manner.

6.9 DISTRIBUTED CONVERSION

This refers to a situation in which many installations of the same system are contemplated as is the case in banking or franchises such as restaurants or clothing stores.

Keeping all the five methods mentioned above, in view the parallel conversion methods seems to be most suitable. This approach is selected because

- It is normally the safest and suitable conversion strategy.
- It minimizes the problems that may arise from system failure.
- It provides the opportunity to compose the result of existing system those of newly developed system.

In future improvements can be made according to the requirements.

CONCLUSION.

At the end, we would like to say that developing system was an interesting experience for particular point of view. We learn a lot during this process. It is not just base in assumption but an actual work.
We can implement this project on different stations for practical purposes.

Here just we touch few aspects of this huge project so there are so many rooms are left to visit, actually we had very less time to handle all fields of
"PAKISTAN RAILWAYS SYSTEM".

But by this example, door is open for new comers and now it's their responsibilities to fulfill such gapes which are left.
No doubt its very interesting task, we enjoyed a lot during its completion.

RECOMMENDATIONS

This system is very wide and has very limited time so we did work on few aspects of Pakistan Railways system like Booking System, About Time Table of Trains, Enquiry about Trains regarding to different routs, few Queries regarding to payment of different routs of different trains only.

But we think so many fields are left to do work like:

Detail about Consumption of fuels of Powers (engines), signaling System, Firemen duties, Guard's duties, Time table of different schedule of inspections of higher authorities regarding to tracks, speed of trains etc.

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REFERENCES

- There is a great contribution of:

"CH.MOHAMMAD YAQOOB" is working as "Assistant mechanical Engineer at Pakistan Railways Head Quarter Lahore in our project with their valuable guideline.

- We took help from website like:

www.pakrail.com