

# Survey on Deployment of Mobility Scanning With Alert, Auto Misbehaviour Identification, Penalty & Android Ticket Booking

D. Daya Florance<sup>1</sup>, P.M.Ramya<sup>2</sup>, S.Priyanka<sup>3</sup>,

Assistant Professor<sup>1</sup>, Department of IT,

Vel Tech High Tech Dr.Rangarajan Dr.Sakunthala Engineering College, Avadi, Chennai-62.

florance@velhightech.com, ramya1996pinky@gmail.com, priyankashivalingam28@gmail.com.

## Abstract:

In modern times the use of Wi-Fi technology has increased rapidly due to design of low power mobile devices. However the technology does not solve the connectivity of a device to internet service provider when in motion such as in a fast moving train. A ticket generation application is developed through interfacing a mobile phone rail Wi-Fi network using MAC identification system and the deployment of online ticket generation and the amount transactions automatically for particular source to destination by the user. To develop android application for ticket generating using wifi technology in advance. In this paper we have tried to do the survey on ticket generating & checking systematically.

**Keywords:** Android, Train route, System automation.

## Introduction

In the fast forward world of technology everyone is running behind the time. Android operating system facilitates the user for fast ticket booking system. Mobile ticketing was introduced which sends user messages of tickets for validation purposes through online portals. With the help of smart application GPS (global positioning system) facility is used for automatic checking, validation and deletion of tickets at desired point in the journey. The information about a particular user is stored in the cloud database for continuous and easy availability anywhere and everywhere and our work is driven by two observations: one a growing need and another an opportunity. Many user want cheap and high quality internet access from moving vehicles to stay connected while travelling. Cellular networks can provide such connectivity today, but they tend to be expensive.at the same time there is an increasingly deployment of inexpensive Wi-Fi\_\_\_33 networks. Our work id driven by two observations: one a growing need and another an opportunity. Many user want cheap and high quality internet access from moving vehicles to stay connected while travelling. Cellular networks can provide such connectivity today, but they tend to be expensive.at the same time there is an increasingly deployment of inexpensive Wi-Fi\_\_\_33 networks.

## 1. Existing System

In [1] they noted railway rolling stock is one of the most significant objective pursued in practice. This research is based on the improvement in rolling stock and restoring efficiency for high speed rail system. This system enhance the exact optimization model and heuristic method to automate the short term process for the practitioners. This system is based on

THSRC (transportation process relate to rolling stock). The train service is developed for transportation, circulation and roistering for stock planning. This system prepares a scheduled timetable for the stock circulation according to the passenger demand and train set availability. The circulation process takes input as a timetable and then develops rolling stock circulation schedule which even link train service in the timetable. They developed exact optimization model and heuristic method to automate the planning process and help THSRC utilize this rolling stock efficiency.

In [2] they focused on the problem modelling railway networks with petrinets.it represent the modular railway networks in terms of station and tracks including sensors. This system gives the detailed model of developing a higher level description of railway network which too includes the global of enforced monitor placing using siphon analysis.it enables the manpower productivity on railways. This concept determines the through control logic of railway system.at present time the speed of train and railway network can be accessed which maintains and control the traffic density. This activity can be used to identify the exact geographical location of the train.it focus our attention on the modelling and control of railway networks with petrinets.this in turn provides the high-level description of a railway networks using a skeleton net that belong to patients.

In [3] they focused on system enhancement of the scheduling and planning of rolling stock. Which assigns the physical train units for periodical transportation.ACO (ant colony optimization) is used to solve the planning problem and damage issues.it also solves and performs tracking of large scale problems which can be demonstrated through numerical experiments. Railway companies are required to formulate the efficient transportation for passenger and to reduce the relevant cost.ACO approaches based on solving the rolling stock planning issues and colony optimization.ACO concept eventually solves the optimal large-scale transportation problems. In this paper it has been implemented that goods searching and stock planning work through ACO approach can be achieved.

In [4] they noted the system performs the specifications of performing total operating cost of maintance.the system will analyse the geo defect and repainting the appropriate number of stocks. However the parametric of crossing H-tracks through critical segment is most significant needs. Transportation network is the backbone of forming an economic development for expansions of networks.by this methodology transportation engineers have adamant the parent and maintance.the of light rail transit track .the engineering principle with business practices cause low services quality. This explained about the non-parametric models as a result of analysing the failure limits in models and tracks. The set of data driven models can also be analysed.

In [5] they noted that the system is based on the railway operation and time table planning. Demand stock can be calculated and processed through non-homogenous process. Waiting time of a train before the acceptance of service can be accessed. Route combined with the character of the market demand .the key factor of this concept is based on the capacity core. Christo Ananth et al. [6] discussed about Nanorobots Control Activation for Stenosed Coronary Occlusion, this paper presents the study of nanorobots control activation for

stenosed coronary occlusion, with the practical use of chemical and thermal gradients for biomedical problems. The recent developments on nanotechnology new materials allied with electronics device miniaturization may enable nanorobots for the next few years. New possibilities for medicine are expected with the development of nanorobots. It may help to advance the treatment of a wide number of diseases: cardiovascular problems, neurosurgery, cancer, diabetes and new cell therapies. The implementation of new methodologies to help on manufacturing analyses and system design for the development of nanoscale molecular machine is one of the most important fields for research. The use of 3D physically based simulation in conjunction with clinical data may provide ways to design practical approaches for control and transducers development.

### **Drawbacks of the existing system**

- Cost is in-sufficient
- It is not applicable for shortest system.
- It can only access selected objects.
- System scheduling is minimum.

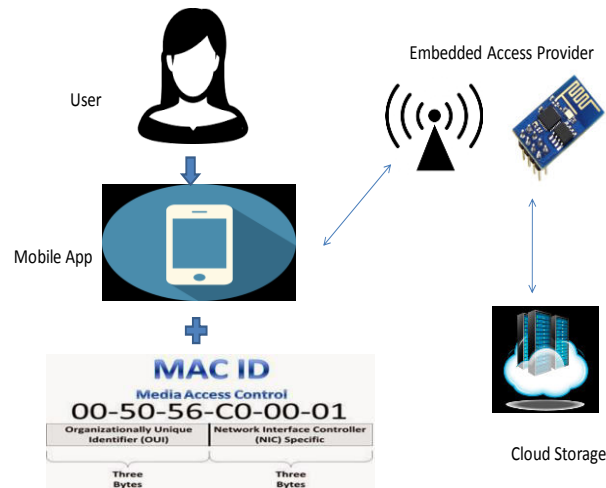
## **2. Proposed System**

In our system Wi-Fi\_\_\_33 technology, android application cloud services is used for the ticket generation. Android application is developed using environment to submit MAC id of smart phone to the railway network for intimating the arrival and leaving of passengers from train coach.to improve signal connectivity, the internet service is enabled in the train compartment using Wi-Fi\_\_\_33 technology. When the user enters the compartment the device gets connected to the available rail Wi-Fi\_\_\_33 network. The MAC id of the smart phone was surrendered by the ticket generation application placed in the smart phone depending on the time connected to the network access point the user is charged .the MAC address of the smartphone provides the key for accessing the cloud database of the ticketing network. The user database will automatically store in cloud server.MAC id is used in mobile phone. In our project waiting time will be reduced and easy to access. Our project tells about that digital ticketing generating and checking.

## **3. System Architecture**

The neat system architecture is shown below .modules of the system are. Modules of the system are smart phone segment and train segment .in smart phone segment Wi-Fi\_\_\_33 interface, android application and MAC ID in the train segment. Access provider and railway cloud server.

## ARCHITECTURE DIAGRAM



### Architecture explanation

In this process user will login to the specified application

User mobile will get interface with the server automatically

User details will be optimized in the cloud server

Required amount will get deduced automatically by the particular source to destination travelled by user

### Methodology

To improve system connectivity the internet service is enabled in the train compartment. when the new user enters the compartment the devices get connected to the locally available wifi connections. depending on the time connected to the network access point the user is charged.

This may be applicable in case of valid mobile number given to the time of booking

Passenger details will be automatically saved in the cloud

Once the passenger confirms full details for his first travel he may use the same id for the next time

### 4. Advantages of proposed system

- Waiting time can be reduced.
- Easy to access.
- Cost is efficient.
- Easy transactions & user friendly.

## 5. Conclusion

Ticket checking is the most efficient.our work improves wifi performance for internet users.it shows hard hand-off method that are used by wifi clients today are poorly suited for the train environment. This method lead to frequent disruption in connectivity.it enable continued communication with internet.

## 6. References

- [1] G. Giacco, A. D'Ariano, and D. Pacciarelli, "Rolling stock rostering optimization under maintenance constraints," in Proc. 2nd Int. Conf. Models Technologies Intell. Transp. Syst., Leuven, Belgium, Jun. 20
- [2] G. Giacco, A. D'Ariano, and D. Pacciarelli, "Rolling stock rostering optimization under maintenance constraints," J. Intell. Transp. Syst.: Technol., Planning, Oper. vol. 18, no. 1, pp. 95–105, 2014.
- [3] Rate, J. Horstel, and A. Schumacher, "Optimised rostering and maintaining of high-speed rail systems,"Comput. Railways V, vol. 1, pp. 403–409, 1996
- [4] M. Forbes, J. Holt, and A. Watts, "Exact solution of locomotive scheduling problems," J. Oper. Res. Soc., vol. 42, no. 10, pp. 825–831, 1991.
- [5] M. Wright, "Applying stochastic algorithms to a locomotive scheduling problem," J. Oper. Res. Soc., vol. 40, no. 2, pp. 187–192, 1989.
- [6] Christo Ananth, R.K. Shunmuga Priya, T.Rashmi Anns, S.Kadhirunnisa, "NANOROBOTS CONTROL ACTIVATION FOR STENOSED CORONARY OCCLUSION", International Journal of Advanced Research in Management, Architecture, Technology and Engineering (IJARMATE), Volume 2, Special Issue 13, March 2016, pp: 60-76
- [7] T. Otsuka, H. Aisu, and T. Tanaka, "A search-based approach to the railway rolling stock allocation problem," Lecture Notes in Comput. Sci., vol. 6509, pp. 131–143, 2010.
- [8] Y. Tsuji, M. Kuroda, Y. Kitagawa, and Y. Imoto, "Ant colony optimizationapproach for solving rolling stock planning for passenger trains," in Proc. IEEE/SICE Int. S