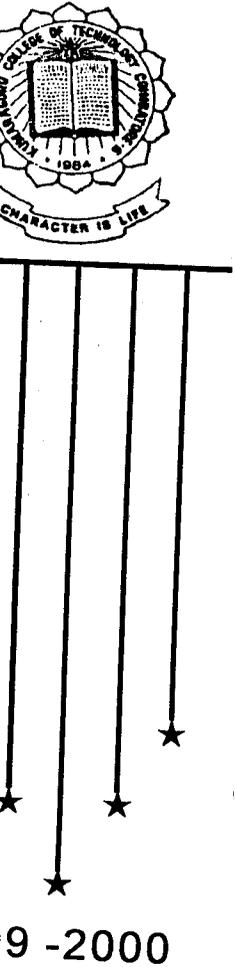


PROFIT AND LOSS ACCOUNTING SYSTEM-TNSTC



P-452



PROJECT REPORT

SUBMITTED BY

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GUIDED BY

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IN PARTIAL FULFILMENT OF THE REQUIREMENTS
FOR THE AWARD OF THE DEGREE OF
BACHELOR OF SCIENCE IN
APPLIED SCIENCE - COMPUTER TECHNOLOGY
OF THE BHARATHIAR UNIVERSITY, COIMBATORE.

Department of Computer Science and Engineering

Kumaraguru College of Technology

Coimbatore - 641 006

Department of Computer Science Engineering

Kumaraguru College of Technology

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CERTIFICATE

This is to certify that the contents of the project report entitled

PROFIT AND LOSS ACCOUNTING SYSTEM - TNSTC

has been submitted by Mr. KARTHIK A. KAMU

In partial fulfilment of the requirements for the award of the

Degree of Bachelor of Science in

APPLIED SCIENCE - COMPUTER TECHNOLOGY

branch of the Bharathiar University, Coimbatore.

during the academic year 1999 - 2000

Karan
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Guide

S. Jeyaraj 27/3/2000
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Head of the Department

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**TAMILNADU STATE TRANSPORT CORPORATION (CBE DIV-I) LTD.,
37, METTUPALAYAM ROAD, COIMBATORE - 641 043**

Certificate

This is to certify that **Thiru. K. Vinoth Selvakumar and Thiru. Karrthik A. Kamu,**
students of **Kumaraguru College of Technology, Chinnavedampatti, Coimbatore - 641 006**
undertaken Project Work in this Corporation during 13/12/99, 15/12/99 to 17/12/99
(3 days only).

For Tamil Nadu State Transport Corporation
(Coimbatore Division) - 641 043

[Handwritten Signature]
General Manager

DEDICATED...

To our beloved parents

For the unconditional love and affection

To all our honorable teachers

For the knowledge acquired and support

To our respected guides

For the intuition, advice and inspiration

To all our friends and loved ones

For the unfailing support and love.

ACKNOWLEDGEMENT

With profound gratitude, we praise the lord for his abundant blessings.

We remember with gracious heart, the sacrifices of our parents, brothers and sisters without whom this venture would be impossible.

We thank Dr. K.K. PADMANABAN, Principal, Kumara guru College of Technology, Coimbatore for all the facilities provided in carrying out this project.

The authors wish to place on records their profound gratitude to Prof. THANGASAMY, HOD Department of CSE, Asst.Prof. KANNAN, Department of CSE and Mr.S.ANDREWS, Lecturer, Department of CSE under whose valuable guidance's this project was successfully undertaken and completed.

We remember with gratitude the intellectual enlightenment received from Mr.R.RAMACHANDRAN, B.Sc., who was the real motivation and driving force behind this project.

We remain grateful to the faculty of the Department of CSE for the continual support.

We thank the teaching and non-teaching staff for their kindly help.

Last but not the least we shall always remain thankful to our friends and colleagues of the Departments of CSE and MCA for their continual encouragement

SYNOPSIS

The project "PROFIT AND LOSS ACCOUNTING SYSTEM" is developed with the objective of detecting the revenue leakage within the organization. This project is specifically designed for the Ukkadam Town Service, Coimbatore (Division-I) which is a branch of Tamil Nadu State Transport Corporation.

The project consists of two implicit modules. The first module specifies the details of the trip sheet manipulation, details of the conductor, the driver before schedule and also deals with the technical details.

The second module of the project deals with the profit and loss accounting by comparing the total money collected and the total money spent (expenses). The manipulation of the invoice which referred by the name of trip sheet includes the total amount collected during both the shifts in an computerized approach. This provides a way for the validation suggestion for the minimization of the revenue leakage.

The profit and loss accounting and the invoice manipulation is made easier; time consumption and manual work is considerably reduced. The project is designed using the language VISUAL BASIC 6.0 as front end and MS_ACCESS as back end.

This project is commercially usable for all bus organizations. The help menu and user interactive ness are the chief advantages.

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INTRODUCTION

Transport infrastructure plays a very important role for the economic development of the country. Among the various modes of transportation the road transport still occupies a dominant position.

In the recent years the economic growth rates have been found only in the order of 4 to 6 percentage. The pressure on the physical system had several factors like lack of fund for the development, inefficient implementation of the maintenance and managerial assets.

The profit and loss accounting system is a system, which allows or helps the concerned staff in the transport corporation to have all the accurate details about the collection and the expenses met by the vehicles individually, resulting in the report of profit or loss.

This system is developed using the Active X technology due to its reliability future, less memory space etc. This system is developed in such a way that the end user can understand it easily. This system uses the MS-ACCESS as its backend. The tables that are used in this system can be easily exported which helps to install the entire system. The concept used in the various modules is explained in detail.

ESTABLISHMENT

The Tamil Nadu State Transport Corporation was established on March 1st 1972. In the initial stages all the buses were running under the private concern. Later the government took necessary measures to coordinate these private concerns and changed it into a government company, registered under the company's act. This concern initially started its functioning with 109 buses on road.

DIVISIONS

The Tamilnadu State Transport Corporation is categorized into following divisions:

Division I - Coimbatore	- Cheran
Division II - Erode (Periyar)	- Jeeva
Division III - Nilgiris	- Bharathiyar

The Nilgiris Transport Corporation (Division III) which was changed from private to Government Company was established on Jan-14th 1973. It started its functioning with 121 buses on road. The Jeeva transport corporation which functions in the Erode Periyar district was started on April 1st 1983. All the above three divisions mentioned are at present named as TNSSTC according to the ordinance rule.

MOTTO

The two main mottoes of TNSSTC are as follows

- . To provide employment to various persons without caste, creed, sex or religion discrimination.
- . To provide a source of income to the government

The whole TNSTC is having 18 branches which are under the above mentioned divisions. On an average the buses running under TNSTC covers 4.52 Lac kms carrying about 17.96 Lac passengers.

EMPLOYEES

As one of the motives of the TNSTC is to provide employment without any caste discrimination it offers employment for various society people. The TNSTC employee details are given in the table below.

Properties	Number
Drivers	2,829
Conductors	2,859
Technical employees	1,584
Transport supervisors	163
Technical supervisors	144
Canteen workers	147
Office bearers	790
Others	227
Total	8,743

TECHNICAL DETAILS:

The bus types are broadly divided into mofussil and town service categories.

There are varieties of buses running under the mofussil category.

Moffusil

<u>Type</u>	<u>Number of busses</u>
City	672
Outside city	322
Hillside	95
Spare	93
Temporary permit	21
Total	1,203

The TNSTC covers variety of routes, which include 543 routes in the city, 124 outside the city and 62 in the hills making it a total of 729 routes as a whole. As the norms prescribed by the TNSTC a single bus should travel 359 kms within the city, 497 kms outside city and 365 kms in the hill area.

PRODUCTION:

The TNSTC has got its own production department for manufacturing some of the products essential for a vehicle.

Some the manufacturing processes are

1. tyre retreating – 140 tyres per day
 2. tyre blobs
 3. spring leaves
 4. oil refining
 5. paints
 6. engine, gearbox
 7. self-starter
 8. main, real axial
 9. alternator
 10. fuel injection pump
-
- ```
graph LR; 1[1. tyre retreating – 140 tyres per day] --- B1[]; 2[2. tyre blobs] --- B1; 3[3. spring leaves] --- B1; 4[4. oil refining] --- B1; B1 --> M[Mettupalayam]; 5[5. paints] --> K[Kurrichi]; 6[6. engine, gearbox] --- B2[]; 7[7. self-starter] --- B2; 8[8. main, real axial] --- B2; 9[9. alternator] --- B2; 10[10. fuel injection pump] --- B2; B2 --> P[256 employees, Pollachi];
```

## **MISCELLANEOUS:**

Tamilnadu State Corporation has setup a sum of 241 bus stops on expenditure 3.14 Las all over the city. It provides free bus passes for various category people in the society. About 208 freedom fighters and also 137 family members among those are provided with that of free bus passes. The TNSTC has offered 1,54,675 free bus passes for school children with a fifty- percent concession. In addition many handicapped and blind people are provided with free to and fro bus passes.

Tamilnadu state corporation employees are provided with individual quarters which are divided as group A, B and C.

Group A – 59

Group B – 365

Group C – 1223

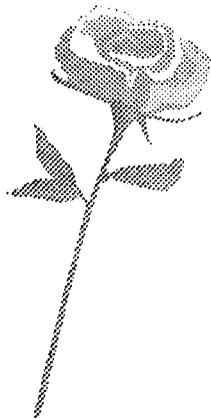
Tamilnadu state corporations has established its own training centers which includes the TNSTC Pollachi training center where people from all over India and some foreigners from Tanzania are given training.

The TNSTC has been encouraged with several awards many a times. The central productivity association has awarded the TNSTC with central productivity award for its best productivity.

## **COMPUTERS:**

As the golden era of computers began, the TNSTC also took advantage Of the spectacular computing power. The computerization process began In TNSTC began in the mid's of 80's.they were initially introduced for Pay bills alone. Later the various departments took over with the administrative and financial departments taking the lead. The computers Were basically introduced for ease of work and change over for manual

documents. Today, all the 14 branches are computerized benefiting 2200 conductors and other office bearers. The process of networking and Online processing facility is underway. Almost all the departments of each and every branch of the TNSTC are under the computerization process to make the work more simply and to save time as well. There is a clear indication that the computers are sure to take over for each and every Utilities needed by the official departments.



**PROBLEM DESCRIPTION**

## **PROBLEM DESCRIPTION**

### **TAMIL NADU STATE TRANSPORT CORPORATION**

Tamil Nadu state transport corporation- Coimbatore Division, is a well established large scale public sector with divisions all over Tamil Nadu. This corporation provides the means of road transportation by bus. This sector aims in building a link between people. This division formerly the CHERAN TRANSPORT CORPORATION proved to be a source for the people of the Coimbatore city and allied areas. The corporation proves to be a boon for the people of the backward and the isolated areas of the city. though the presence of a few private corporations in the screen, the Tamil Nadu transport corporation has always displayed its effectiveness in all ways.

This project aims in providing the state transport corporation – Coimbatore Division a computerized approach in providing an invoice manipulation by the calculation of the tickets sold and the total amount due to the sales. The calculation aims in providing a

- a) Stage wise calculation
- b) Trip wise calculation
- c) Shift wise calculation

The project explains itself in providing information's like the trip sheet entries, trip sheet manipulation, trip sheet report, bus details, bus details report, bus expenses, bus expenses report. Likely the transport corporation is highly benefited by the projects of the similar objectives.



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THIS PROJECT:

Tamil Nadu state transport corporation though being effective in its services for public, lags behind in its administration level due to the reason that many of its work is still done manually and has not been computerized. Thus projects with similar objectives prove to be worthy for the transport corporations by handling them directly or indirectly.

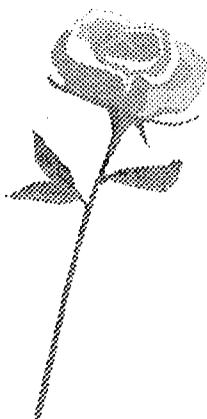
This project was developed due to the following problems faced by the state transport corporations :

Tamil Nadu state transport corporation has all its record done manually. But due to this manual interpretation all possible chances are there for the revenue leakage.

Tamil Nadu state transport corporation has no computerized methods for the calculations of the profit and loss for the individual vehicles, as they follow the method of calculating the money inflow as a whole and the expenses met as a whole. As a result they are not able to calculate the exact revenue inflow per vehicle.

The Tamil Nadu state transport corporation now requires a software that would support their requirement of providing all the details of the bus, bus expenses, trip sheet manipulation etc., all at the same time.

Thus this project proves to be a supportive one for the objectives of the state transport corporation.



**STUDY PHASE**

# STUDY PHASE

## INTRODUCTION

In this phase the existing system has been studied, the problem is identified, alternate solutions are analyzed, and the best solution has been selected after feasibility analysis. In this phase, the following activities are carried out:

- a) Software requirements
- b) Hardware requirements
- c) Problem identification
- d) Initial investigation
- e) Feasibility study
- f) Study phase report

## SYSTEM STUDY

The presently existing system can be explained by the structure given below. There are sets of sequential process that are followed during the profit and loss accounting.

- 1) The conductor and the driver after the schedule time report to their respective revenue departments and all the day transactions are recorded manually.
- 2) The revenue inspector in charge keeps track of all the entries regularly.
- 3) On a daily basis, the revenue inspector then records all the summarized information's in a separate record manually.

4) Finally the accounts department for the profit and loss accounting refers the recorded manual.

The existing system encounters some serious drawbacks such as

- 1) Entering transactions in manual records daily is a tedious process.
- 2) Deduction of the profit and loss accounting takes up more time due to the human intervention
- 3) All possible chances of wrong entries when done manual and cannot be edited
- 4) Retrieval of the information is very difficult due to the bulk transactions.
- 5) No accuracy in entries as well as the reports is guaranteed.

### SOFTWARE REQUIREMENTS:

OPERATING SYSTEM: WINDOWS 95 and above  
FRONT END : VISUAL BASIC With ACTIVE X Controller  
BACKEND : MS ACCESS

### HARDWARE REQUIREMENTS:

SYSTEM: PC – AT Pentium P111  
MEMORY: 32 MB 128 MB  
EXTERNAL STORAGE: 4.3 GB 20  
CPU: INTEL Pentium  
CLOCK SPEED: 100 and above 133

## PROBLEM IDENTIFICATION:

Studying the existing manual system has identified the exact nature of the problem. Also it has been decided that, the problem in the existing system can be developed by computerization. The existing system has been studied by initial investigation through observation, record keeping and interviewing

## INITIAL INVESTIGATION:

Studying the organizations responsible for the current system and identifying item flow and information flow did the initial investigation. The study of the existing organization provides a background knowledge of the problem environment, the identification of the information flow deals with the documents and the other data carries that controls the operation of the current system. The data's are collected from the following resources.

- 1) Written documents
- 2) Persons involved

Also the investigation started with fact-finding activities. It is done through

- a) Observations
- b) Record searching
- c) Interviewing

## FEASIBILITY ANALYSIS:

Feasibility analysis was done in order to get the best-suited, perfect solution for the problem. The alternate solutions were analyzed. Finally the proposed system has been selected as the best feasible solution

## STUDY PHASE REPORT

In this study phase report, the problem was described. The constraints such as cost and the time were mentioned. Thus, the nature of the problem, the performance to be done, the feasibility solution and the cost effectiveness were clearly known. This status was submitted to the revenue inspector and after the approval, the design phase were started.

## DESIGN PHASE

Following the study phase activities and making functions to be performed by the hardware, software and human were started the design phase. The output, input and the storage design for each of the programs were done. Finally the design phase report was prepared and submitted to the revenue inspector for further approval.

The following steps were done during the design phase

- 1) The functions to be performed are identified.
- 2) The input, output and file designs were performed.
- 3) The system and component test requirements were specified.
- 4) The design phase report was prepared.

## LOGICAL SYSTEM DESIGN:

In the logical system design the following were done

- 1) The specified objectives of the design process were clarified.
- 2) The constraints for the designing the process were identified.
- 3) The resources available for the designing the system were identified.
- 4) The input and the output of the system analyzed.
- 5) The data which was to be stored was structured inured to produce outputs.
- 6) The nature of the processing and procedure related to compute were classified.
- 7) The objectives of the transport management were analyzed and a design, which was a compromise between the factors such as cost, accuracy, security, control, reliability, availability and acceptability etc., were framed.

## PHYSICAL SYSTEM DESIGN:

In the physical system design the following activities were done.

- 1) a generalized system design was framed.
- 2) The input design was framed.
- 3) The output design was framed.
- 4) The design phase documentation was prepared.

## GENERALISED SYSTEM DESIGN:

The general form by which the design phase could be carried out was decided first. The generalized system involved redefining the flowcharts prepared during the study phase reports and was reviewed for accuracy and completeness.

## INPUT DESIGN:

The input design is the process of converting an external user oriented description of the input to a system into a machine-oriented system.

## OUTPUT DESIGN:

The output design was done so that the results of the processing could be communicated to the users.

## INTERNAL OUTPUTS:

The outputs were prepared for the people inside the department and they are for the functional purpose. The reports that are used for the concerned staffs for the revenue management are

- 1) Profit and loss report
- 2) Bus details report
- 3) Trip sheet report
- 4) Expense report.

## PROFIT AND LOSS REPORT:

The profit and loss report gives the information about the revenue outcome of the vehicle individually. By comparing the total money collected (inflow) and the money spent (expense), the profit and loss of the individual bus is issued.

## BUS DETAILS REPORT:

The bus details report gives details about the bus individually which gives includes criteria like registration number, engine number, chassis number, etc.,

## TRIP SHEET REPORTS

The trip sheet report is the one which gives information about the total collection due to that shift and the ticket books to be tallied. Some expenses that occur during that shift is also reported.

## OUTPUT SPECIFICATION:

mental picture, of the various output layouts is made. The objectives of the output layouts are made. The objectives of the output specifications are

- 1) to interpret and communicate the results of the computer in a way in which they can understand.
- 2) To communicate the output design specification to the user in a way which is unambiguous, comprehensive etc.,

Thus the output design was done.

## FILE DESIGN:

any information must be collected, accumulated, edited and should be retrieved. It should be directly or indirectly in need of files. The files should be properly designed and planned. File design refers to the designing of the data organizations in the backup storage in a system.

The files are important and crucial components for the successful performance of the system. The file design has been done carefully taking the following considerations

### 1) Purpose of file:

the purpose of various database files should be clearly understood and then the various files are designed .

### 2) Method of access:

The method of access of different files was selected accordingly of their usage, organization and place of use.

**File activity:**

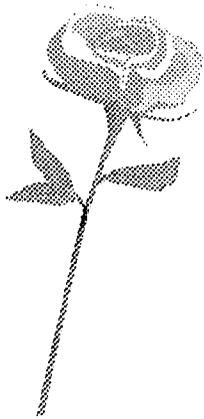
The files were designed according to the frequency of their

usage.

**DESIGN PHASE DOCUMENTATION:**

After all the design phase activities were completed, the complete design phase report is prepared. This report is like a blue print for the development phase.

This contains all information's about the input, output design file and design etc. the formats of the reports are also mentioned with their relevant heading and sub heading, so the user and the management people can easily understand the documentation.



**SYSTEM DESIGN AND  
DEVELOPMENT PHASE**

# SYSTEM DESIGN

## INTRODUCTION

The application uses an ms access database file to store all its data. The application retrieves this data through the means of an odbc data source that should be setup before the application is first run.

It looks to connect with a data source named "ctc". The application then proceeds to do all related operations with the tables contained in this database file.

The database tables are shown below with the data types and their descriptions. Most of the tables contain one to one relationships with one another.

## RIP.FRM

```
Dim db As Database
Dim rsTripHead As Recordset
Dim rsTripDet As Recordset
Dim CFlag As String
Dim rsTicket As Recordset
Dim r As Long
```

```
Private Sub cmdAdd_Click()
 r = r + 1
 fgTrip.Rows = r + 1
 fgTrip.TextMatrix(r, 1) = txtTCode
 fgTrip.TextMatrix(r, 2) = txtRate
 fgTrip.TextMatrix(r, 3) = txtQty
 fgTrip.TextMatrix(r, 4) = txtAmount
 txtNetTot = Val(txtNetTot) + Val(txtAmount)
 txtQty = ""
 txtRate = ""
 txtAmount = ""
End Sub
```

```
Private Sub cmdClose_Click()
 Unload Me
End Sub
```

```
Private Sub cmdDelete_Click()
 CFlag = "Delete"
 txtTDate.SetFocus
End Sub
```

```
Private Sub cmdInsert_Click()
 Dim rs As Recordset
 CFlag = "Insert"
 ClearF
 txtTDate.SetFocus
 Set rs = db.OpenRecordset("Select max(tripid) from triphead")
```

```
 If IsNull(rs.Fields(0)) Then
 txtTripId = 1
 Else
 txtTripId = rs.Fields(0) + 1
 End If
 txtTDate = Format(Date, "DD-MM-YYYY")
```

```
Private Sub cmdNext_Click()
If Not rs.EOF Then
 rs.MoveNext
If rs.EOF Then
 rs.MoveLast
End If
FillF
End If
End Sub
```

```
Private Sub cmdPrev_Click()
If Not rs.BOF Then
 rs.MovePrevious
If rs.BOF Then
 rs.MoveFirst
End If
FillF
End If
End Sub
```

```
Private Sub cmdLast_Click()
If Not rs.EOF Then
 rs.MoveLast
FillF
End If
End Sub
```

```
Private Sub cmdModify_Click()
CFlag = "Modify"
ClearF
txtTCode.SetFocus
End Sub
```

```
Private Sub cmdSave_Click()
If CFlag = "Insert" Then
 rs.AddNew
 SaveF
 rs.Update
 MsgBox "Record Successfully Saved ...", vbInformation + vbOKOnly
ElseIf CFlag = "Modify" Then
 rs.Edit
 SaveF
 rs.Update
```

```

Private Sub txtBusCode_LostFocus()
If CFlag = "Insert" Then
 rs.FindFirst ("buscode = " & txtBusCode & " And Tdate = #" & txtTDate &
"#")
 If Not rs.NoMatch Then
 MsgBox "Bus Code already exists..", vbOKOnly + vbInformation
 txtBusCode.SetFocus
 End If
ElseIf CFlag = "Modify" Then
 rs.FindFirst ("buscode = " & txtBusCode & " And Tdate = #" & txtTDate &
"#")
 If Not rs.NoMatch Then
 FillF
 Else
 MsgBox "Bus Code not found..", vbOKOnly + vbInformation
 txtBusCode.SetFocus
 End If
ElseIf CFlag = "Delete" Then
 rs.FindFirst ("buscode = " & txtBusCode & " And Tdate = #" & txtTDate &
"#")
 If Not rs.NoMatch Then
 FillF
 If MsgBox("Are you sure to delete ? ", vbYesNo + vbQuestion,
"Confirmation..") = vbYes Then
 rs.Delete
 ClearF
 MsgBox "Record Successfully Deleted.."
 End If
 Else
 MsgBox "Bus Code not found..", vbOKOnly + vbInformation
 txtBusCode.SetFocus
 End If
End If
End Sub

```

```

Public Sub FillList()
If rsBus.EOF Then
 MsgBox "First you enter the bus details.."
 Exit Sub
End If
rsBus.MoveFirst
txtBusCode.Clear
Do While Not rsBus.EOF

```

```

Private Sub txtBusCode_LostFocus()
 Dim s As String
 CFlag = "Modify" Or CFlag = "Delete" Then

 s = "tDate = #" & txtTDate & "# and buscode=" & txtBusCode & ""
 rsTripHead.FindFirst (s)
 If rsTripHead.NoMatch Then
 MsgBox "Bus Code not found.."
 txtTDate.SetFocus
 Else
 FillTripHead
 FillTripDet
 r = fgTrip.Rows - 1
 End If
ElseIf CFlag = "Insert" Then
 s = "tDate = #" & txtTDate & "# and buscode=" & txtBusCode & ""
 rsTripHead.FindFirst (s)
 If Not rsTripHead.NoMatch Then
 MsgBox "Bus code already exists.."
 txtTDate.SetFocus
 End If
End If
If CFlag = "Delete" Then
 If MsgBox("Are you Sure to Delete...?", vbQuestion + vbYesNo) = vbYes
Then
 db.Execute ("Delete from TripHead Where Tripid = " & txtTripld)
 db.Execute ("Delete from TripDet Where Tripid = " & txtTripld)
 MsgBox "Record Deleted ...!", vbInformation + vbOKOnly
 ClearF
 End If
End If
End Sub

```

```

Private Sub txtQty_Lostfocus()
 txtAmount = Val(txtQty) * Val(txtRate)
End Sub

```

```

Private Sub txtTCode_Click()
 rsTicket.FindFirst ("TCode = " & txtTCode & "")
 If rsTicket.NoMatch Then
 MsgBox "Ticket code not found.."
 Else
 txtRate = rsTicket.Fields("Rate")
 txtQty.SetFocus
 End If

```

```
Private Sub cmdModify_Click()
 CFlag = "Modify"
 txtTDate.SetFocus
End Sub
```

```
Private Sub cmdSave_Click()
 If CFlag = "Insert" Then
 rsTripHead.AddNew
 SaveTripHead
 rsTripHead.Update
 For i = 1 To fgTrip.Rows - 1
 fgTrip.Row = i
 rsTripDet.AddNew
 SaveTripDet
 rsTripDet.Update
 Next
 MsgBox "Record Successfully Saved ...", vbInformation + vbOKOnly
 ClearF
 ElseIf CFlag = "Modify" Then
 rsTripHead.Edit
 SaveTripHead
 rsTripHead.Update
 db.Execute ("Delete from TripDet Where Tripid = " & txtTripld)
 For i = 1 To fgTrip.Rows - 1
 fgTrip.Row = i
 rsTripDet.AddNew
 SaveTripDet
 rsTripDet.Update
 Next
 MsgBox "Record Successfully Saved ...", vbInformation + vbOKOnly
 ClearF
 End If
End Sub
```

```
Private Sub fgTrip_Click()
 If CFlag = "Modify" Then
 txtTCode = fgTrip.TextMatrix(fgTrip.Row, 1)
 txtRate = fgTrip.TextMatrix(fgTrip.Row, 2)
 txtQty = fgTrip.TextMatrix(fgTrip.Row, 3)
 txtAmount = fgTrip.TextMatrix(fgTrip.Row, 4)
 fgTrip.RemoveItem (fgTrip.Row)
 r = fgTrip.Rows - 1
 txtNctTot = Val(txtNctTot) - Val(txtAmount)
```

```
Public Sub SaveTripHead()
rsTripHead.Fields(0) = txtTripId
rsTripHead.Fields(1) = txtBusCode
rsTripHead.Fields(2) = txtShift
rsTripHead.Fields(3) = txtTDate
rsTripHead.Fields(4) = Val(txtNoTrip)
rsTripHead.Fields(5) = txtStage
rsTripHead.Fields(6) = txtNetTot
End Sub
Public Sub FillTicket()
If Not rsTicket.EOF Then
 rsTicket.MoveFirst
 Do While Not rsTicket.EOF
 txtTCode.AddItem (rsTicket.Fields(0))
 rsTicket.MoveNext
 Loop
Else
 MsgBox "First you enter the Tticket details.."
 Unload Me
End If
End Sub
```

## **BUS\_EXP.FRM**

```
Dim db As Database
Dim rs As Recordset
Dim rsBus As Recordset
Dim CFlag As String
```

```
Private Sub cmdAdd_Click()
ClearF
txtTDate = Date
txtTDate.SetFocus
CFlag = "Insert"
End Sub
```

```
Private Sub cmdClose_Click()
Unload Me
End Sub
```

```
Private Sub cmdDelete_Click()
CFlag = "Delete"
ClearF
txtTDate.SetFocus
End Sub
```

```
Private Sub cmdFirst_Click()
If Not rs.EOF Then
 rs.MoveFirst
 FillF
End If
End Sub
```

```
Private Sub cmdLast_Click()
If Not rs.EOF Then
 rs.MoveLast
 FillF
End If
End Sub
```

```
Private Sub cmdModify_Click()
CFlag = "Modify"
ClearF
txtTDate.SetFocus
End Sub
```

```
Public Sub SaveTripDet()
TripDet.Fields(0) = txtTripId
TripDet.Fields(1) = fgTrip.TextMatrix(fgTrip.Row, 1)
TripDet.Fields(2) = fgTrip.TextMatrix(fgTrip.Row, 2)
TripDet.Fields(3) = fgTrip.TextMatrix(fgTrip.Row, 4)
End Sub
```

```
Public Sub FillTripHead()
txtTripId = rsTripHead.Fields(0)
txtBusCode = rsTripHead.Fields(1)
txtShift = rsTripHead.Fields(2)
txtTDate = rsTripHead.Fields(3)
txtNoTrip = rsTripHead.Fields(4)
txtStage = rsTripHead.Fields(5)
txtNetTot = rsTripHead.Fields(6)
End Sub
```

```
Public Sub FillTripDet()
Dim rsTrDet As Recordset
Dim NRec As Long
Set rsTrDet = db.OpenRecordset("Select * from tripdet " & _
"Where tripid = " & txtTripId, dbOpenDynaset)
fgTrip.Clear
rsTrDet.MoveLast
NRec = rsTrDet.RecordCount
rsTrDet.MoveFirst
fgTrip.Rows = NRec + 1
For i = 1 To NRec
fgTrip.TextMatrix(i, 1) = rsTrDet.Fields(1)
fgTrip.TextMatrix(i, 2) = rsTrDet.Fields(2)
fgTrip.TextMatrix(i, 3) = rsTrDet.Fields(3) / rsTrDet.Fields(2)
fgTrip.TextMatrix(i, 4) = rsTrDet.Fields(3)
rsTrDet.MoveNext
Next
End Sub
```

```
Private Sub Form_Load()
 Set db = OpenDatabase(App.Path + "\CTC", , False)
 Set rsTripHead = db.OpenRecordset("tripHead", dbOpenDynaset)
 Set rsTripDet = db.OpenRecordset("tripdet", dbOpenDynaset)
 Set rsTicket = db.OpenRecordset("ticket", dbOpenDynaset)
```

```
FillList
FillTicket
```

```
fgTrip.Cols = 5
fgTrip.ColWidth(0) = 0
fgTrip.TextMatrix(0, 1) = "Bus Code"
fgTrip.TextMatrix(0, 2) = "Rate"
fgTrip.TextMatrix(0, 3) = "No. Tickets"
fgTrip.TextMatrix(0, 4) = "Amount"
'txtMove.Top = fgTrip.Top
'txtMove.Left = fgTrip.Left
'txtMove.Visible = True
r = 0
'txttDate.SetFocus
End Sub
```

```
Public Sub ClearF()
 txtShift = ""
 txtNoTrip = ""
 txtStage = ""
 txtTDate = ""
 txtBusCode = ""
 txtTCode = ""
 txtQty = ""
 txtRate = ""
 txtAmount = ""
 txtNetTot = ""
 fgTrip.Clear
End Sub
```

```
Public Sub FillList()
 Dim rsBus As Recordset
 Set rsBus = db.OpenRecordset("Bus", dbOpenDynaset)
 Do While Not rsBus.EOF
 txtBusCode.AddItem (rsBus.Fields(0))
 rsBus.MoveNext
```

```
Loop
```

```
txtBusCode = ""
txtWorkShop = ""
txtDisel = ""
txtAcident = ""
txtDPay = ""
txtCPay = ""
txtDBata = ""
txtCBata = ""
txtCLBata = ""
txtRTax = ""
txtTotal = ""
txtTDate = ""
```

End Sub

Public Sub FillF()

```
txtBusCode = rs.Fields(0)
txtWorkShop = rs.Fields(1)
txtDisel = rs.Fields(2)
txtAcident = rs.Fields(3)
txtDPay = rs.Fields(4)
txtCPay = rs.Fields(5)
txtDBata = rs.Fields(6)
txtCBata = rs.Fields(7)
txtCLBata = rs.Fields(8)
txtRTax = rs.Fields(9)
txtTotal = rs.Fields(10)
txtTDate = rs.Fields(11)
```

End Sub

Public Sub SaveF()

```
rs.Fields(0) = txtBusCode
rs.Fields(1) = txtWorkShop
rs.Fields(2) = txtDisel
rs.Fields(3) = txtAcident
rs.Fields(4) = txtDPay
rs.Fields(5) = txtCPay
rs.Fields(6) = txtDBata
rs.Fields(7) = txtCBata
rs.Fields(8) = txtCLBata
rs.Fields(9) = txtRTax
rs.Fields(10) = txtTotal
rs.Fields(11) = txtTDate
```

End Sub

```
Private Sub cmdNext_Click()
If Not rs.EOF Then
rs.MoveNext
If rs.EOF Then
rs.MoveLast
End If
FillF
End If
End Sub
```

```
Private Sub cmdPrev_Click()
If Not rs.BOF Then
rs.MovePrevious
If rs.BOF Then
rs.MoveFirst
End If
FillF
End If
End Sub
```

```
Private Sub cmdSave_Click()

If CFlag = "Insert" Then
rs.AddNew
CalcTotal
SaveF
rs.Update
MsgBox "Record Successfully Saved.."
Elseif CFlag = "Modify" Then
rs.Edit
SaveF
rs.Update
MsgBox "Record Successfully Modified.."
End If
End Sub
```

```
Private Sub Form_Load()
Set db = OpenDatabase(App.Path + "\ctc.MDB", , False)
Set rs = db.OpenRecordset("busexp", dbOpenDynaset)
Set rsBus = db.OpenRecordset("bus", dbOpenDynaset)
If Not rs.EOF Then
FillF
End If
FillList
End Sub
```

## TICKET.FRM

```
Dim CFlag As String
Dim db As Database
Dim rs As Recordset
```

```
Private Sub cmdAdd_Click()
CFlag = "Insert"
txtTCode.SetFocus
ClearF
End Sub
```

```
Public Sub FillF()
txtTCode = rs.Fields(0)
txtRate = rs.Fields(1)
End Sub
```

```
Public Sub ClearF()
txtTCode = ""
txtRate = ""
End Sub
```

```
Public Sub SaveF()
rs.Fields(0) = txtTCode
rs.Fields(1) = txtRate
End Sub
```

```
Private Sub cmdClose_Click()
Unload Me
End Sub
```

```
Private Sub cmdDelete_Click()
CFlag = "Delete"
ClearF
txtTCode.SetFocus
End Sub
```

```
Private Sub cmdFirst_Click()
If Not rs.EOF Then
rs.MoveFirst
FillF
End If
End Sub
```

End If  
End Sub

```
Private Sub Form_Load()
Set db = OpenDatabase(App.Path + "\ctc", False)
Set rs = db.OpenRecordset("Ticket", dbOpenDynaset)
If Not rs.EOF Then
 FillF
End If
End Sub
```

```
Private Sub txtTCode_LostFocus()
If CFlag = "Insert" Then
 rs.FindFirst ("tcode = " & txtTCode & """)
 If Not rs.NoMatch Then
 MsgBox "Ticket code already exists..", vbOKOnly + vbInformation
 txtTCode.SetFocus
 End If
ElseIf CFlag = "Modify" Or CFlag = "Delete" Then
 rs.FindFirst ("tcode = " & txtTCode & """)
 If rs.NoMatch Then
 MsgBox "Ticket code not found..", vbInformation
 txtTCode.SetFocus
 Else
 FillF
 If CFlag = "Delete" Then
 If MsgBox("Are you sure to delete..?", vbYesNo + vbQuestion) =
vbYes Then
 rs.Delete
 ClearF
 End If
 End If
 End If
End If
End Sub
```

```
rsBus.MoveNext
oop
nd Sub
```

```
Public Sub CalcTotal()
If CFlag = "Insert" Then
txtTotal = Val(txtDBata) + Val(txtCBata) + Val(txtCLBata) +
Val(txtAcident)
txtTotal = txtTotal + Val(txtCPay) + Val(txtDisel) + Val(txtDPay)
txtTotal = txtTotal + Val(txtWorkShop) + Val(txtRTax)
Elseif CFlag = "Modify" Then
txtTotal = ""
txtTotal = Val(txtDBata) + Val(txtCBata) + Val(txtCLBata) +
Val(txtAcident)
txtTotal = txtTotal + Val(txtCPay) + Val(txtDisel) + Val(txtDPay)
txtTotal = txtTotal + Val(txtWorkShop) + Val(txtRTax)
End If
End Sub
```

```
Private Sub txtCLBata_LostFocus()
CalcTotal
End Sub
```



### BUS DETAILS ENTRY FORM

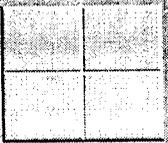
Bus Code  Route Number  Registration Number

Engine Number  F.C Date

Chase Number  Tax Date

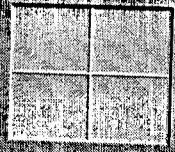
Body Number  Tyre Number

Depo  Migration Date



# BUS EXPENSES HISTORY

| Date                  | Work Shop Rs.      |
|-----------------------|--------------------|
| Bus Code              | Disel Rs.          |
| Accident Rs.          | Basic Pay (Driver) |
| Basic Pay (Conductor) | Driver Bata        |
| Conductor Bata        | Cleaner Bata       |
| Road Tax              | Total Expenses     |



|        |        |        |      |       |
|--------|--------|--------|------|-------|
| Insert | Modify | Delete | Save | Close |
|--------|--------|--------|------|-------|

# TICKET DETAILS

Ticket Code

Rate

|  |  |
|--|--|
|  |  |
|  |  |

Insert

Modify

Delete

Save

Close

# DEVELOPMENT PHASE

## SYSTEM DEVELOPMENT

After the design phase was over the management review the reports.

The various activities that are carried are:

- 1) Prepare the implementation plan.
- 2) Acquire the equipment
- 3) Computer program preparation

## PREPARE THE IMPLEMENTATION PLAN

The implementation process begins with the preparation of the plan for the implementation of the system. According to this plan the other activities will be carried out. In this plan, discussion was made regarding the equipment, resources and the method of testing.

Hence a clear plan was prepared

## ACQUIRE THE EQUIPMENT

According to the above plan the necessary equipment were acquired to implement the system. The equipment acquired consisted of a HCL AT, multimedia, an inkjet print, manuals, etc.,

## COMPUTER PROGRAM PREPRATION:

One of the most important development activities is the preparation of the computer programs. The system flowcharts, input charts, output charts are



---

Bus Expenses Details

---

|                     |   |          |
|---------------------|---|----------|
| Bus Number          | : | 34       |
| Registration Number | : | 345-4325 |
| Work Shop Charges   | : | 300      |
| Diesel Charges      | : | 1500     |
| Accident            | : | 0        |
| Driver Pay          | : | 125      |
| Conductor Pay       | : | 125      |
| Driver Bata         | : | 10       |
| Conductor Bata      | : | 10       |
| Cleaner Bata        | : | 15       |
| Road Tax            | : | 123      |
| Total               | : | 2208     |

---

---

Bus Details

---

|                  |   |          |
|------------------|---|----------|
| Bus Code         | : | 2000     |
| Route No.        | : | 34       |
| Registration No. | : | 345-4325 |
| Engine No.       | : | 3244     |
| Chase No.        | : | 9843     |
| Body No.         | : | 5000     |
| Repo             | : | CBE      |
| .C Date          | : | 2/2/00   |
| ax Date          | : | 12/12/00 |
| tyre No.         | : | 143      |
| igration Date    | : | 3/3/01   |

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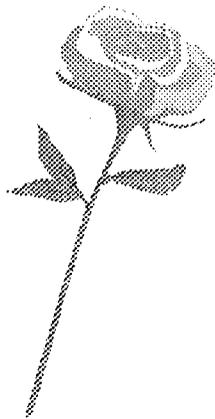
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Profit & Loss A/c

---

|                     |   |            |
|---------------------|---|------------|
| Date                | : | 25-03-2000 |
| Bus Number          | : | 34         |
| Registration Number | : | 345-4325   |
| Total Collection    | : | 8062.5     |
| Total Expenses      | : | 2208       |
| Profit              | : | 5854.5     |

---



**CONCLUSION**

## SCOPE OF ENHANCEMENT

Good amount of user-friendly factors have been incorporated in the profit and loss accounting system and it is possible for any user to exploit these features to get the maximum benefit. The programming techniques used in the design of the system provide a scope for further expansion and implementation of changes, which may occur in future. All the programs are documented and can be easily understood. The coding style is performed as per the TNSTC requirements. The system performance statistics are quite useful for the user.

The software program, which plays a major role, supplies necessary and relevant information's of desired factor responsible for profit and loss accounting system. A commercial inspector analyses the information's and can suggest out the necessary leakage minimization techniques.

## UTURE ENHANCEMENT

It can be minimize revenue leakage.

Further, by incorporating neural network and artificial intelligence the system can be replaced for an commercial inspector.

