## Community Based Train Locating System (CBTLS)

## D.N.H Senevirathna

*Faculty of Information Technology, University of Moratuwa, Sri Lanka*

*nadee158@gmail.com*

**Abstract**

Rail transportation has been considered as a main mode of public transportation in Sri Lanka since a long time. Therefore it is important to further develop and enhance railway transportation as an alternative method of mass transportation, especially considering the traffic congestion that could be observed in city areas. With the advancement of information technology, over the past time there have been many attempts to enhance the quality of railway services, but despite of them, some major concerns for the train passengers in Sri Lanka still remaining unsolved to date.

The main objective of this project is to propose and implement a crowdsourced real time train tracking system based on GPS named Community Based Train Locating System (CBTLS), for the benefit of train passengers and train transportation of Sri Lanka, aiming to address the major concerns and enhance the railway service.

CBTLS is a community based (crowdsourced) system, therefore data is retrieved from the train passengers, and then organized, processed and analyzed by the system, and resulting information and predictions is given back to the train passengers.

The proposed system consists of a native Android mobile application and a Web application. Any train passenger with a smart mobile device or a computer would be able to access the system through internet, update the train locations, compartment details, and view current and/or last known locations of a train, view analysis, predictions and suggestions on train schedules. Other than static train schedules, rest of the data required for system’s functionality is acquired from the train passengers, hence the system is community based.

As an additional feature, a location aware alarm clock is integrated into the native android application, for the use of passengers to indicate when their destination has been reached.

Other than train passengers, the system consists of an administrative functionality as well. System administrators hold responsibility to control and overview the user accounts created by train passengers and manage static master data.

With this system, it is expected to facilitate train passengers to make better travelling decisions by providing required information for them, hence facilitating efficient usage of railway services.

**Keywords:** Train Locating, Community Based System, Real Time Location Tracking

**Introduction**  
Railway Transportation service in Sri Lanka is owned by the government of Sri Lanka and functions as a public service offered to citizens by Sri Lanka railways Department. To use this public service efficiently, the availability, and easy access of information regarding the service is a critical factor for train passengers. Based on the available information, the passengers would be able to make decisions on their travel plans.

Since the railway transportation service in Sri Lanka is owned by the public sector of the country, the government authorities have been seeking methods to improve the efficiency of this service. The main objective of such efforts is to provide a better service to the train passengers.

According to the work done by G. Bradley, it suggest that in most of countries the governments have already recognized the potential and importance of the implementation of Information Communication Technology in the key areas of their services for general public. At present, Information Communication Technology is playing a key role as a main tool used to enhance the quality and allow easy access to government services with the aim of providing a better and efficient service for the general public[1].

As a result, e-Government and m-Government like concepts have been introduced to use Information Communication Technology as an interface to provide services offered by the public sector as well as to distribute the required information to general public of the country.

As it is indicated in the work by S.Rainford, at present, in Sri Lanka most of the key public services has been integrated with ICT already and as a still ongoing project, rest of the services are also planned to be integrated in the future. As an example, public services like revenue license issuance, wildlife bungalow reservation service are already available as e-Services, furthermore public information services like the exam result publishing service, vehicle information service, and train schedule information service are available as e-Services. Through the currently available service, public has access to the static train schedules[2].

Based on this e-Service provided by Sri Lanka railways Department, with the support of Information and Communication Technology Agency of Sri Lanka (ICTA), there are several applications build, both mobile and web applications for the benefit of train passengers. Some of these systems are reviewed in this section.

In addition to the currently available system, there are some proposed systems available for the purpose of enhancing the railway services, and they would be also reviewed here.

**Methodology**

**System Structure of CBTLS**

The proposed system would consist of a web application and a mobile application. Mobile application would be used to collect data about trains from passengers and the same is used to display data upon enquiries. Same functionality is available in the web application as well, and additionally administrative functionality. The mobile application would be a native, location-aware application for Android which would support geo locating the user. Therefore this mobile system would only be available for android users. Since the web application consists of all the functionality of mobile application, rest of users can access the web application if required.

**Inputs for the CBTLS**

Initial data of selected train schedules would be fed to system using the data integration module. This static schedule data is retrieved from the web service available from ICTA and Department of railways. Once the master data on train schedules is available, users would be able to look up schedules initially. The proposed system is mainly based on data provided by general public (the community of train passengers), on each occurrence of train schedule. Therefore the critical data required for system’s functionality is captured from rain passengers who would choose to use the system. Therefore, a challenging part of the system would be to validate the received data before it gets displayed for other users.

For this validation purposes, and for data analytical purposes, geo coordinates of train stations along the selected route, and the geo coordinates of the selected rail route would be have to be inserted into the system along with master data. Since such data is not already available, it should be done manually using the features available in Google Map API. Unlike for a normal route, for rail roads in Sri Lanka, the series of geo coordinates is not available.

The users of CBTLS can update the current location of a selected train using the mobile application or web application. This could be done actively or passively, and for each two methods different parameters will be taken in to the system as inputs. Active update is available for the users who are already inside the train, they could either update the location once or can allow the system to keep track of the location continuously. Here the location of the user would be captured. Passive update is for the users who are outside the train, but still aware of the location of the train. They are allowed only to update once, and when updating, instead of their lactation data, the last station passed, the located time and current moving status of the train should be provided.

Furthermore, users can update the compartment details of the train as well, and this is in terms of crowd density. They can provide one of the predefined crowd density status for a selected compartment and for the overall train. They should provide the compartment number of their reporting and the total number of compartments in the whole train as well.

As an additional feature, a location aware alarm clock is integrated and users can set the alarm based on their preference.

**Outputs of CBTLS**

Initially, similar to the currently available systems which were reviewed in chapter 2, users will only have access to view the static train schedules as provided by the web service offered by ICTA and Department of railways. Once the system is updated by train passengers, the real time data would be available for the general public.

The CBTLS facilitate users to view real time train locations on a map, and also allows to view compartment details of a selected train. Additionally, it provides the facility to view analysis and predictions on a selected train schedule.

If the location aware alarm is set by the user, it will be activated once the set destination has been arrived.

**Process**

The initial static train schedule data is integrated in to the system using the data integration module. By using either mobile or web application, users could search for train schedules. For this purpose, a basic search and an advanced search both will be available for the convenience of users, once they view the train schedules, they could access the list of recommendations for the same criteria. This recommended list is prepared by analyzing the historical data collected in the system.

The user authentication module will authenticate users by the backend service, allowing to use same credentials to be used both in web and mobile applications.

In the mobile system, the user location would be acquired through GPS and Android's Network Location Provider and is sent to the web application as a series of geo coordinates. The retrieved location data into the web backend is to be validated against a set of predefined geo location data set before being recorded in the system. As an additional measure, the data will be validated against user’s ranking in the system as well.

**Users**

Three major types of users are identified in the CBTLS system as anonymous users, registered train passengers (normal system users) and system administrators. Based on the type of user, access levels to certain functionalities of the system is varying. Only the system administrators are allowed to view and use the administrator module, and only the registered users are allowed to update the system with data. Anonymous users are allowed to use the viewing functionalities only, this measure has been taken ensure the reliability of the system.

**Features**

The most distinguished feature of CBTLS among the reset of services available or proposed for the same purpose is its source of information that is the community based nature of the system. Due to this factor, the implementation cost is kept at a minimal rate compared to the rest of systems using GPS/GPRS like technologies. Since no involvement from railway Department is required, the implementation would not be complicated. Once the web system is hosted and mobile application is added to the Google Play app store, general public can easily access and use the system. Only an initial cost for the hosting environment is to be applied. Over the time CBTLS is expected to be grown mature, since large amount of valuable data will be collected through the system, which is not already available. Such data could be used for the analytical purpose and to generate new knowledge.

Although CBTLS contains static train schedule data, unlike the existing systems which are calling the remote service each time a user access the system, CBTLS would be consists of its own data set after the initial integration. This is to prevent the dependency on a third party service, specially a service which is not reliable. For the sake of accuracy and updated data, the integration process could be done periodically. Therefore CBTLS is expected to be a self-managing system without depending on any of external systems.

**Results**

**Conclusion**

**References**

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