a) There are 4 approaches available: structured approach, end user approach, RAD and prototype.

- A structured approach uses top down methodology with clearly defined stages and is documented well. It is appropiate for large scale projects and for high budgets. However this approach would not be the most suitable and the system has some generic needs which would not need such a thorough approach. It also would be expensive and take a long time.
- An end user approach is when the customer designs the project themselves. This would not be appropiate as a railway team probably would not have a large computer knowledge or the appropiate resources. This product therefor would not be probably tested and document.
- A prototype shows the look and feel of the project without using any logic ~~and~~ validation and error trapping. This approach would also be useful in the first stage, to show employees

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who could then comment on the design and usability of the program.

I would however suggest the railway network to use a RAD (Rapid Application Development approach) which uses fourth generational language ~~and is used~~ and is used for generic needs. The advantages of doing so is that it is low budget and does not take a long time to implement. The main advantage is however, since the railway network want to perform generic functions such as displaying information in a timetable and sorting / and processing the purchase of tickets, this approach can do those functions already without the programmer creating them.

b) Technical feasibility refers to the hardware and software.

Hardware - the network together with the system analyst would have to see ~~with~~. there ~~exist~~ appropriate hardware available. There might not be enough

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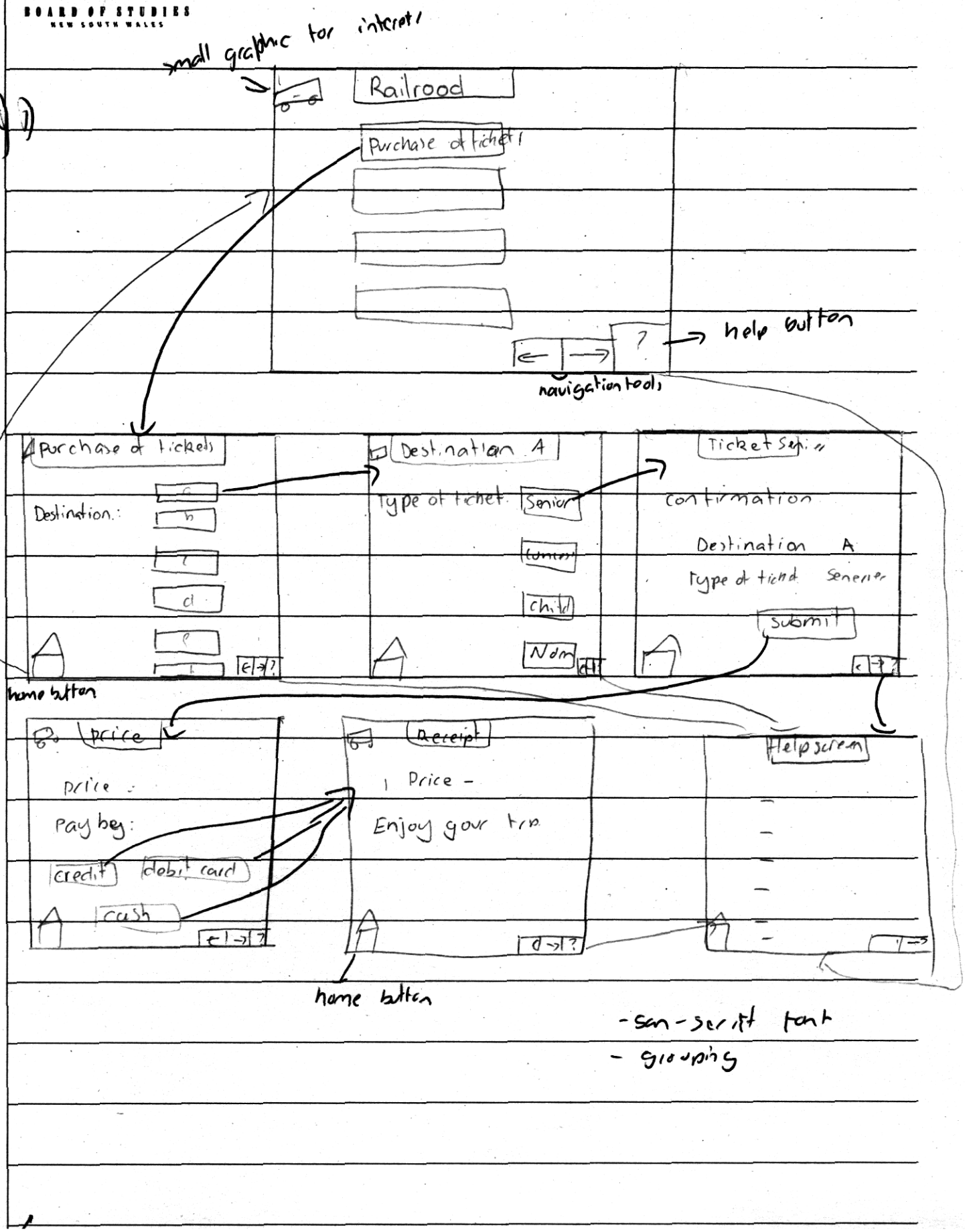
memory, the processing speed could be to slow and the images could have low qual.t, It is important to discuss this now before it is too late and the program is implement and the hardware is not available to run. From this they might see if they need to purchase new software, add for memory or reduce the functionality

2- Software - they must be able to see if the software can run appropiately on the system and if the software adhere to accepted standards and is of good quality. They have to investigate all the technical problems associated with software such as numbers of users using the program It is important to do this now so they are aware of any difficulties they may may later. They might even have to change some of the function to make sure it is alright.


small graphic for interest
Railroad
Purchase of tickets
?
help button
navigation tools
Purchase of tickets
Destination:
Destination A
Type of ticket
Senior
Child
Adult
Ticket Sel...
confirmation
Destination A
type of ticket Senior
submit
home button
price
price :
Pay by:
credit
debit card
cash
Receipt
Price -
Enjoy your trip
home button
Help screen
- san-serif font
- grouping

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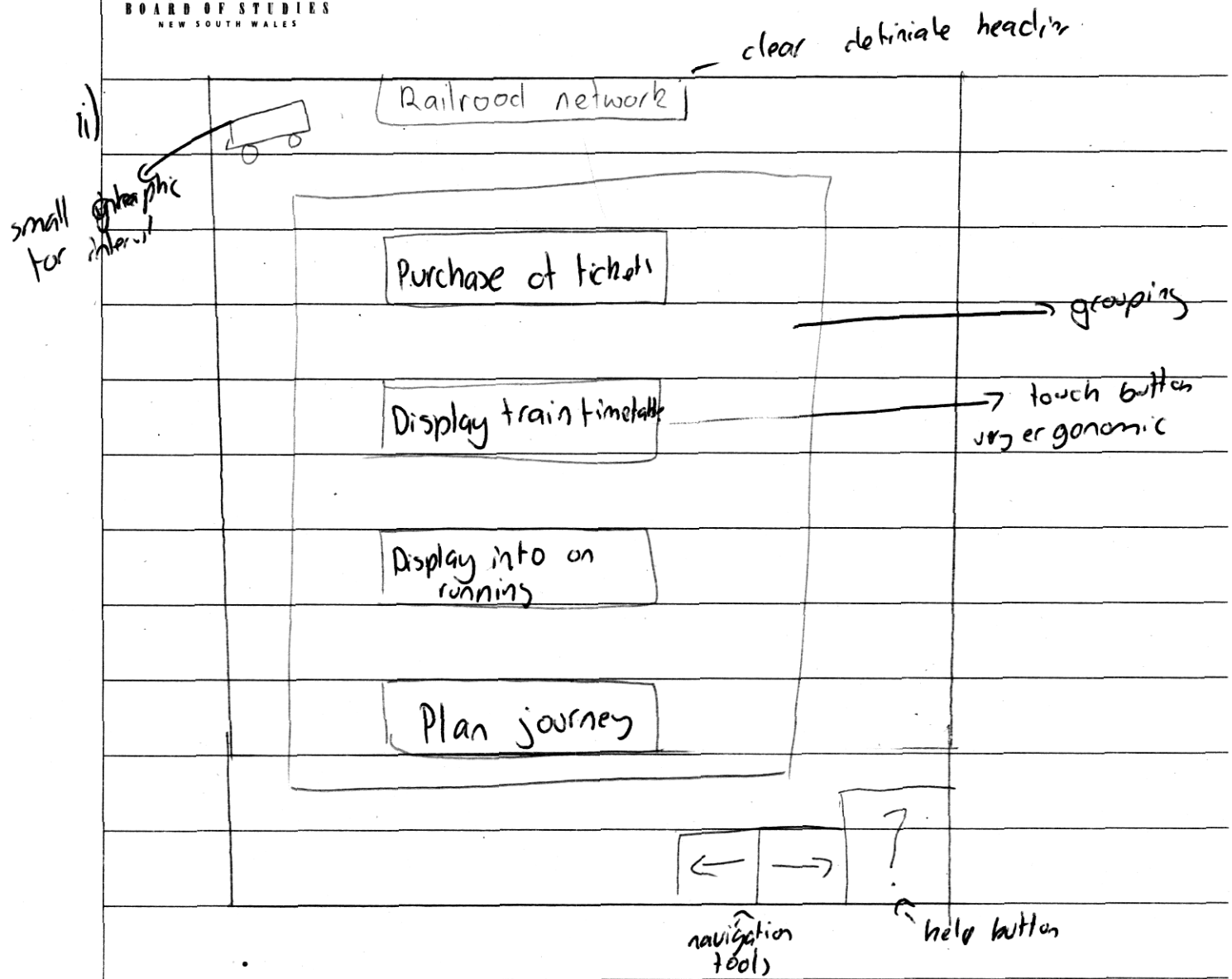
ii)



- sanseriff font → easy to read
- colour scheme of red, black and white → judicious use of colour
- grouping → easy to read
- plenty of white space

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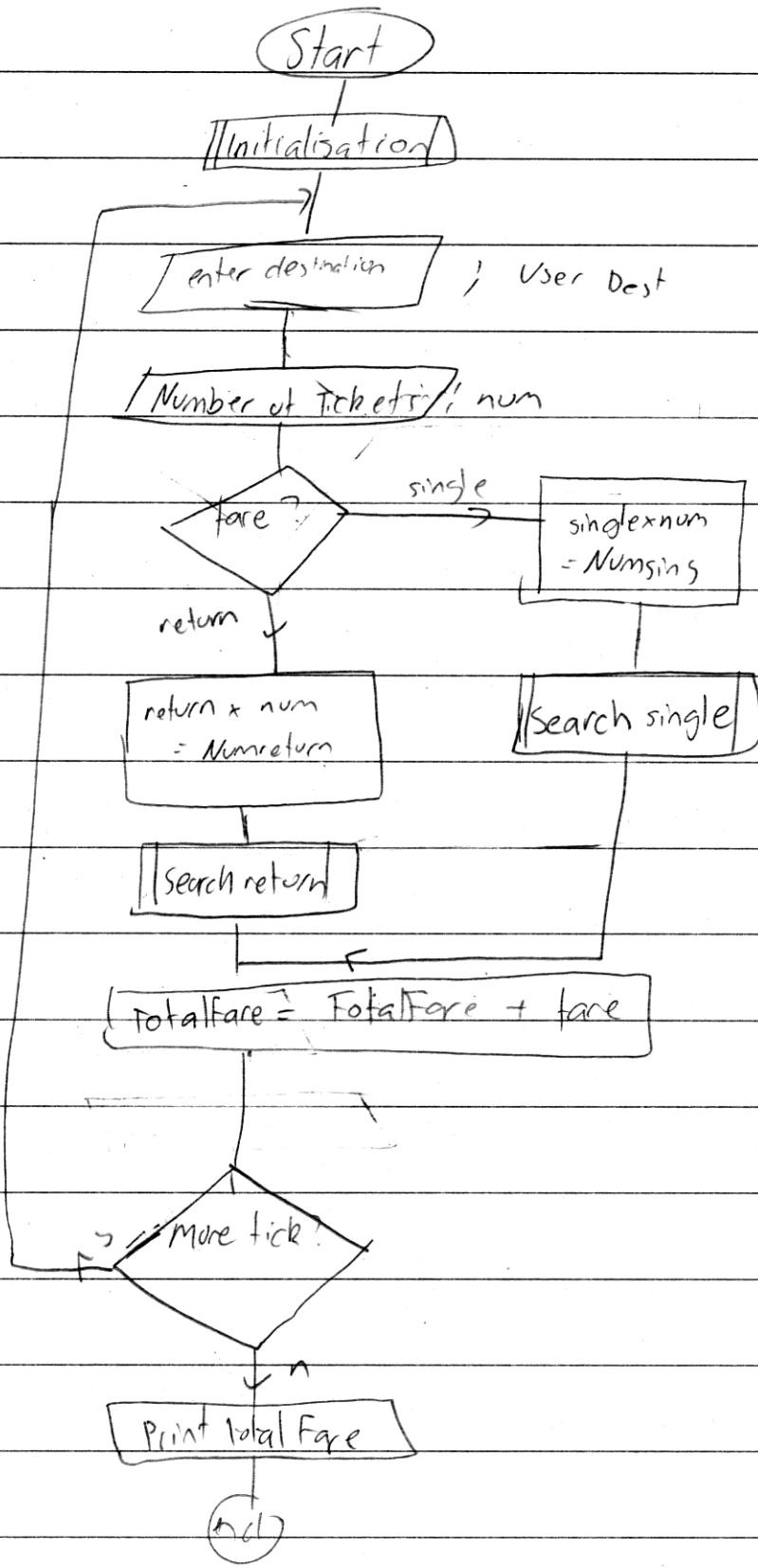
a) Disabled people in the hands may have trouble or people in wheel chairs who may not be able to access the screen. For people in wheel chairs they could make sure the screens are low dow, so they can comfortably access them. This is do make sure they are not exclusive to the disabled. ~~this~~ for people who dont have functions in the hand their should be a voice recognition. For ~~both these~~, In both cases, there should be staff near by who could be able to assist disabled people.


Start
Initialisation
enter destination
; User Dest
Number of Tickets
; num
fare ?
single
singlexnum
= Numsing
return
return x num
= Numreturn
Search single
Search return
TotalFare = FotalFare + fare
more tick ?
n
Print total Fare

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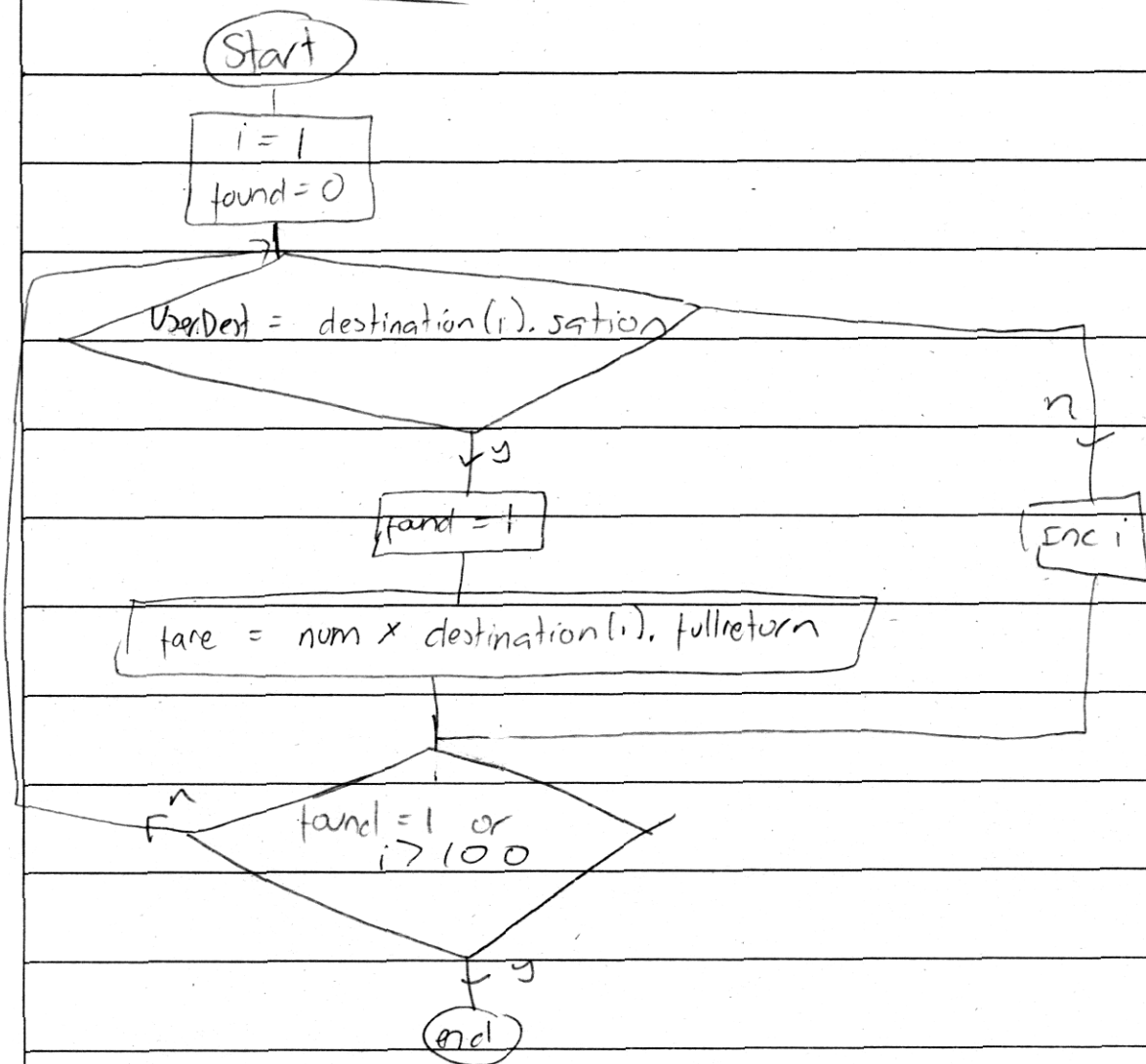
Search return



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