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Weather Alert Updates

on Jul 24, 2017

Weather Alert Archive Cycle

When an alert is generated, it is delivered to all associated desks. Each desk receives its own alert identified by the last 1-4 characters of the xml file name. After 3 minutes, any desk that received an alert and is not required to acknowledge is archived (dropped alert xml into the archive folder). These files are picked up by the archive process and indexed. Once the alert expires, xml files are generated for all desks required to acknowledge the alert and the original xml file for the desks that are not required to acknowledge is overwritten with the final alert file.

Weather Alert Expiration (This logic has been rolled back. The expiration date is no longer extended as of May 2016)

When an Alerts enters the system the elapse time to expiration gets calculated. Every event that happens to that Alerts recalculates the expiration time by adding that elapse time to the current time.

Example 1: Alert enters and time to expiration is 1hr 11min. Dispatcher Ack after 2 min. The Alert will fall off the system $1\text{hr } 11\text{min} + 2\text{min} = 1\text{hr } 13\text{min}$

Example 2: Alert enters and time to expiration is 3hr 20min. Alert escalates after 3min and never gets Ack by dispatcher. The Alert will fall off the system $3\text{hr } 20\text{min} + 3\text{min} = 3\text{hr } 23\text{min}$

Example 3; Alert enters and time to expiration is 2hr 41min. Alert escalates after 3min. Dispatcher Ack Alert 6min after escalation.

Weather Alert Update Life Cycle

All alerts remain in the client queue until the expiration time in the alert xml. When an existing alert is updated the expiration time meets or exceeds the previous alerts expiration date depending on the type of alert update. AccuWeather currently controls the amount of time the alert is in the queue. If an alert is canceled, the cancel alert will retain the original alerts expiration date otherwise the new alert will drop out of the queue and it would appear that the original alert is still active. AccuWeather will add 30 minutes to the expiration date if it is necessary for the alert to remain in the queue after a quick cancelation to ensure every views the cancelation.

10/01/13 Weather Alerts Prefix

The engineering MP file used to identify UP track differentiated subdivision MP combinations that were the same by placing a "\$" in the prefix column. The prefix column is intended for prefixes from the time tables, but was re-used for this purpose. AccuWeather did not like having a "\$" sign in the prefix column and requested we use an "A". Until the end of 2013, when an "A" occurred in the prefix column it was tacked on to the end of the MP in the location of the weather alert. During a safety captains meeting in 2013 it was requested we discontinue this practice as it was confusing to the dispatchers because no reference was made to that "A" in the time tables. They also believed the image of the affected territory was sufficient to distinguish the appropriate track.

03/29/10 Weather Alerts

As a result of a wind blow-over derailment of a container train in Arizona in January of this year, the wind speed threshold for trains with empty double stack containers (or consists with two or more empties on a car) was reduced to 50mph. The reduction in the wind speed, increased the potential of more train delays. To minimize the impact of these delays, our weather alert provider was asked to create a new class of weather alert. The new alert

type, Partial Cancellation, will be issued when the conditions requiring the alert has abated on a portion of the territory previously covered. The Partial Cancellation alert will distinctly identify the territory that is being released from the alert (restriction) and the portion of the territory still covered by the alert. This will provide relief to move trains on a pro-active basis as weather conditions change.

The Critical Alert client (Weather Alert Pop-up application) has been modified to correct a recently noted behavior where the issued alert would not come to foreground of the computer screen. While the alert was being received at the workstation and posted in the Alert application, activity on the computer terminal keyboard could confuse the program and allow it to remain in the background. The new version will correct that behavior so that the alert will always pop to the foreground and will not allow any activity to overlay the screen until the alert has been acknowledged and the user has clicked the window minimize button in the top right corner of the screen.

Both of these changes will be pushed to workstation the week of March 30th, 2010.

4/3/2006 Reboot PC's for Weather Alerts

All Corridor Managers and Dispatchers need to Restart their computer before the start of a new shift. Start, Shut Down the computer and choose the restart option.

When a desk can't receive a weather alert, the solution is a reboot. If this is done daily, we haven't seen any problems with receiving the weather alerts.

Revised 2/3/2010

7/27/2005 Weather Alerts Help

Corridor Managers and Dispatchers, please do not hide the weather screen. You will not be able to see new alerts.

The issue of the weather alerts not popping up center screen will be resolved in the next release of WEA 1.x.

Do not drag the weather alert window out of sight from screen, you will not see new alerts. Use the Minimize function to drop the program out of sight.

There is also a "Hide" function that will remove alerts from coming by choosing this function.

3/17/2004 Changes to -94 Wind Blower Inquiry

The following changes were implemented in TCS at Noon, on Tuesday, March 16th, 2004, to the -94 Wind Blower Inquiry:

An input -94 inquiry by Train ID will now automatically search the train consist for empty and revenue empty containers on a double stack car. If 2 or more empty or revenue empty containers are detected on a double stack flat car, then the wind blower speed that is returned for the train will be 55MPH. Because of these changes to -94, it will no longer be necessary to run the RG27994 and RG27997 to determine if the train has empty or revenue empty containers on it. Changes to Rule 22.5.4 will be published in the near future.

10/1/2003 -94 Wind Blower Inquiry

The following changes were implemented in TCS at noon on Monday, September 29th, 2003 to the -94 Wind Blower inquiry:

1. -94 now allows up to 10 Trainid's in a single input.
2. You are no longer required to put the "X" in the "detail to screen" column (default is back to your screen).
3. You can now ask for a "-94 C" to receive the wind blower speed for individual cars (up to 10 in a single entry).

For additional information on these changes, enter the following in TCS:

SW USE OPC1826 OPC

6/3/2003 Changes to -94 Wind Blower Inquiry

Effective with changes implemented to the TCS -94 wind blower inquiry on Tuesday, June 3rd, 2003, you will now see summary lines representing the wind blower speed for each segment in a train's schedule relative to the cars in the train that are destined to stations within that segment. You will also receive a list of scheduled pickups of that train with their corresponding wind blower speed. An example of the new -94 response follows:

WIND BLOWOVER FOR TRAIN ID - LANPV 28 05/28/03 08:30

CX809 LOSANGELE, CA TO CX789 WALNUT, CA 70 MILES PER HOUR

CX789 WALNUT, CA TO CX650 YERMO, CA 69 MILES PER HOUR

CX650 YERMO, CA TO CX479 LASVEGAS, NV 75 MILES PER HOUR

CAR ID MPH 40 50 60 70 80 90

ON-TRAIN CARS

TBCX076700 75 XX

MP 722320 90 XX

TTGX160381 70 XX

FISH000022 UMLER HEIGHT IS ZERO - MANUALLY CALCULATE BLOWOVER

SCHEDULED PICKUP AT CX789 WALNUT, CA

TTAX078036 69 XX

SCHEDULED PICKUP AT CX767 MIRLOMA, CA

TTAX078036 69 XX

EOM

If you have any questions concerning these changes, please call OSS.

5/20/99 Weather Alert Process and screen savers

TO: All Train Management Employees

SUBJECT: Weather Alert Process Change and Removal of Screen Savers

In order to ensure weather alerts are being processed down to the train dispatcher and corridor manager workstations, the following changes will be made with regard to weather alerts and acknowledgements. All weather alerts provided by Weather Data, Inc. must be acknowledged by the train dispatcher or corridor manager. The Director of Service Interruption will only receive a fax message when the dispatcher or corridor manager fails to acknowledge the weather alert. Previously, the Director of Service Interruption made acknowledgements for weather alerts. This could potentially create a situation where the affected Dispatcher may not receive an alert.

To ensure that weather alerts are visibly "received", it is imperative that Windows Screen Savers not be used on Corridor Manager and Train Dispatcher PC workstations. There have been occasions when the individual has been away from his or her workstation and an alert was transmitted, only to have the Screen Saver obscure the warning.

The HDC LAN Managers will assist in enforcing this policy by removing screen savers and setting up the workstation so that it does not go into a "sleep" mode.

No labels

