Weris Red Flag Alerts

WERIS - Wireless Event Recorder Information System
The following WERIS Operational Alerts (red flags) arc the basis of "pulling and reviewing your tapes", so to Speak.

(1) more than 200 amps for more than 120 seconds at 0 mph (holding train on a grade)
(2) engine rev, 0 mph, above #1 notch, time - 3 minutes or greater
(3) low idle, 0 mph, reverser forward or reverse, time more than 30 seconds
(4) Stretch braking, more than 20 mph, BP more than 0 and less than 85 lbs,. throttle above #2, time 45 seconds
(5) heavy reduction, more than 15 mph, BP less than 70 lbs. time 30 seconds (their theory is that may have been an "Oh Shit" moment)
(6) independent brake, more than 15 mph, time - more than 20 seconds
(7) speeding, more than 61 mph, time - more than 50 seconds
(8) emergency brake application, more than 10 mph. BP = 0 lbs., time - more than 2 seconds
(9) Cab Signal (some territories) - CS Approach, more than 30 mph. time - more than 60 seconds, CS Restricting, more than 15 mph. time - more than .10 seconds
(10) independent brake mis-use, more than 10 mph, brake cylinder pressure more than 25 lbs., time - more than 10 seconds

Remember guys, these are just the WERIS alerts that cause the RFE to read the info from your entire trip, My district's currently getting 10 alerts per week, We've had many resulting in START letters. The prominent ones seem to be numbers 3, 4, 7 and 8

WERIS is downloaded at any of the current 62 access points across the system. It is GPS, but, it's, not in real time. That is why crews are being called on the carpet sometimes 3 weeks after the trip in question. The engine may have interchanged and took a while to return to NS, for example.

Another GPS system is WiLIS (Wireless Locomotive Information System). The real time event on this system, that is pertinent to engineers is the "idle engine flag report," An engine idling for more than 15 minutes will get flagged, That’s the L238, fuel conservation issue.