



Success Story - Union Pacific & BNSF Trains Saved

THE STORY July 19, 2006 | St. Louis, MO Metro Area

- **6:23 p.m. CDT** - WeatherData meteorologists proactively issued a high wind warning for north wind gusts to 65 m.p.h. as storms move south for all sections of BNSF and Union Pacific track in St. Louis and St. Charles Counties in Missouri and Madison County, Illinois, valid 6:50 p.m. to 7:30 p.m.
- **6:47 p.m. CDT** - The National Weather Service (NWS) issued a severe thunderstorm warning for Lincoln, St. Charles and St. Louis Counties in East Central Missouri, stating "AT 6:41 P.M. CDT... NATIONAL WEATHER SERVICE DOPPLER RADAR INDICATED A LINE OF SEVERE THUNDERSTORMS CAPABLE OF PRODUCING DAMAGING WINDS IN EXCESS OF 60 MPH..."
- **6:53 p.m. CDT** - NWS Local Storm Reports indicated 63 m.p.h. winds in Madison County, Illinois. The high winds caused excessive damage in Madison County, "fallen trees or limbs and damage to buildings or utility lines were evident in virtually every block", according to the St. Louis Post-Dispatch.
- **7:30 p.m. CDT** - WeatherData extended the high wind warning until 8:00 p.m.

The NWS warning was issued at 6:47 p.m. - **6 minutes after their radar indicated severe thunderstorms and "damaging" winds**; and, only **7 minutes** before the storm hit Madison County, Ill, where "fallen trees or limbs and damage to buildings or utility lines were evident on virtually every block" The **NWS never issued a warning for Madison County**. Had our clients been relying on NWS reports, they would have received deficient and late warnings, which would not have allowed ample time to stop their trains.

St. Louis Mayor on NWS Warnings:

"We didn't have much warning," said St. Louis Mayor Francis Slay in a news conference, "this is one of the worst storms we can all remember to hit the city of St. Louis in recent years."

Why is this important to you?

NWS storm warnings are issued for counties - not railroads' specific rights-of-way. Attempting to apply these broad warnings to a specific rail line leads to a large number of false alarms, unhappy customers and additional expense to the railroads; as well as "missed" storms that can cause derailments and costs in the millions, especially if the train is moving when the storm hits. The above is an exemplary case of WeatherData's risk management and "Track-Specific"™ services.



A Few of Our Clients:

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Fidelity National Financial
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Manufacturing Industry:

Abbott Laboratories
Boeing
DaimlerChrysler
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Wyeth Pharmaceuticals

Transportation Industry:

BNSF Railway
Canadian National Rail
Kansas City Southern Railway

Schools & Athletics:

Duke University
Kansas Speedway
New York Jets

Act Now

A recent study from MIT calls tornadoes and similar hazards "low probability/high impact" events. We can't stop the hazards. But, with our proactive risk mitigation, we **can** help you change the impact from "high" to "lower" - or even zero. *However, once the disaster occurs, it is too late to prepare.*

Be proactive in identifying and preventing potential problems.

Call or email WeatherData today -

Your business could depend upon it.