The way the system should be used by the conductor, as imagined by us, is for the system laptop to sit somewhere in the line of sight of the conductor that they can periodically check by glancing at the latest update from the sensors. By coloring most of the text in white, and having the numbers be colored in green, the conductor can quickly identify how fast they are going according to the wheel RPM or GPS, what temperature it is outside, and how humid it is. Inform and Alert signals need to attract the attention which is why Inform signals and the suggestions that they bear are colored yellow and Alert signals and the suggestions that they bear are colored in red, with red being associated with more severe and important events that require more immediate action. Each update is divided by a solid line to clearly partition the information that is pertinent to the latest update and what information was sent with the previous update. Not only the suggestions are colored their appropriate color, yellow or red, they are also prefaced with a unique prefix “>>>” which the conductor can scan the left side of the screen to quickly see which lines on the terminal are there to give advice. All data to be shown on the display is formatted to be a width of 50 characters or less, this way, the conductor does not need to read long lines of information but rather short snippets that are more horizontal, which makes reading them easier and faster. This user interface assumes that the conductor knows that interacting with the system during operation is impossible as it is set up to only receive information from the sensors and display data to the conductor.