

CEMOF Monitoring Committee
Contact Report

Date Received	Time	Method*	Consumer Name	Comment Summary	Initial Response	Date Closed	Response Given
3/3/2014	10:20 PM	W	C. Tulin	There has been a solid 5 minutes of trains blowing horns in the area by CEMOF and going toward the Santa Clara Station tonight. Time of the noise was 10:20 to 10:25 PM on Monday 3/3. Why would this be happening? This is very disruptive at this late hour.	3/5/2014	3/11/2014	Managers at CEMOF said the cause for whistles blowing between North Control Point Shark and South Control Point Shark the night of March 3, was due to track work on main track 3 between the aforementioned limits, which is located near CEMOF. Whenever trains needs to pass where crews are working, the watchman on duty with a whistle board warrants the trains to blow their whistles as a safety precaution. Unfortunately for residents this was probably excessive due to more trains passing through the rail yard, other than Caltrain, such as Amtrak and freight. We apologize for the noise.
3/4/2014	4:00 PM	W	M. Muller	Have any noise impact studies been conducted by Caltrain or by the city of San Jose? I am a nearby resident of CEMOF and am disturbed by the near constant hum which does not seem to follow any pattern of cessation (as the Airport is required to do).	3/6/2014	3/12/2014	Consumer was contacted by Caltrain's Customer Service Department. We apologized for the noise, and let her know that an Environmental Impact Report was completed before the construction of CEMOF. Also that there are no restrictions as related to the airport for hours of operation at the maintenance facility.
3/7/2014	9:16 PM	T	K. McDonough	Caller complained of excessive train horn noise. She said she heard the pattern of: honk, honk...honk, honk, which goes for about 30 seconds at various times of the night with 15 min intervals. She says the honks come from the NE direction of her house, where the maintenance yard is located. She also checked the Caltrain schedule and knows the horns (honks) do not correlate with the schedule, so it must be from yard and would like it to stop.	3/10/2014	3/11/2014	Consumer was contacted by Caltrain's Customer Service Department. We apologized for the noise, and let her know that her complaint was referred to our manager of CEMOF. After speaking with the manager, we let the consumer know that the honking horns is a standard warning use only on the main railroad by freight and commuter trains, but is not used in yard locations. The noise could have been coming from nearby track work that was performed by train crews the week of March 1-7, which involved resurfacing rail.
7/11/2014	12:05 PM	W	M. Moore	Employee at PG&E building at 308 Stockton Ave. called and said Train #926 was parked and running near its building for at least 20 minutes.	7/11/14	7/14/14	Caltrain management looked into the situation and requested that TASI not leave the locomotive running when it is parked near this location, whenever possible. Sometimes the service tracks and the yard tracks are occupied. So an inbound train needs to spot (park) on the lead to the S&I track awaiting space on the track. Crews have been directed again to put the main engine on low idle and shut-off the HEP engine.
11/25/14	12:44 PM	W	S. Tobin	Noticed there had been a lot of noise/repair work being done over the last month, including the sounds of engines running and loud vibrations. Noise generally occurred at 11 PM and then again between 4-6 AM.	11/26/2014	12/2/2014	<p>After speaking with the manager of CEMOF, who reviewed the daily calendar and reports for the timeframe provided to verify probable cause, he said nothing out of the ordinary could be identified. When asked what is considered normal activity at CEMOF at night and the early hours of the morning, he said normal activity is the activity related to making the equipment ready for service, such as daily inspections, fueling, train movements to spot in the yard, engine run-ups/horn test/HEP Start-Up and tests, etc. This takes place on nine (9) train sets after the trains' arrivals, many of which are late in the evening and after midnight. An abnormal activity would be a stuck horn, or some extra moves outside of the normal hours of preparation such as disruption in service that requires many more yard moves than normal. The Federal Railroad Administration requires specific fundamental tests to be performed prior to placing the equipment into service.</p> <p>For the last few months, you may have noticed an increase in activity at CEMOF due to the Communications Based Overlay Signal System Positive Train Control Project. The Caltrain CBOSS PTC Project will meet two specific criteria:</p> <ul style="list-style-type: none"> - Meet the Federal mandate to implement PTC by 2015; and - Increase system capacity to allow for future increases in ridership demand. <p>In late October/November, the CBOSS PTC team installed scaffolding in order to safely access and install roof mounted on-board equipment on Caltrain locomotive and cab cars. The installation work typically occurred during the regularly scheduled maintenance period for each vehicle. The installation work did not require the vehicle engines to run more than they do for the normally scheduled work, and the work should have caused minimal disruption to the public. The scaffolding will remain in place through 2015.</p> <p>I will ask the CEMOF manager if he can let his crew know to try to keep the noise to a minimal level. We apologize for the inconvenience.</p>

* D = Direct call or email to staff, T = Telephone Call to CSC or Hotline, W = Website