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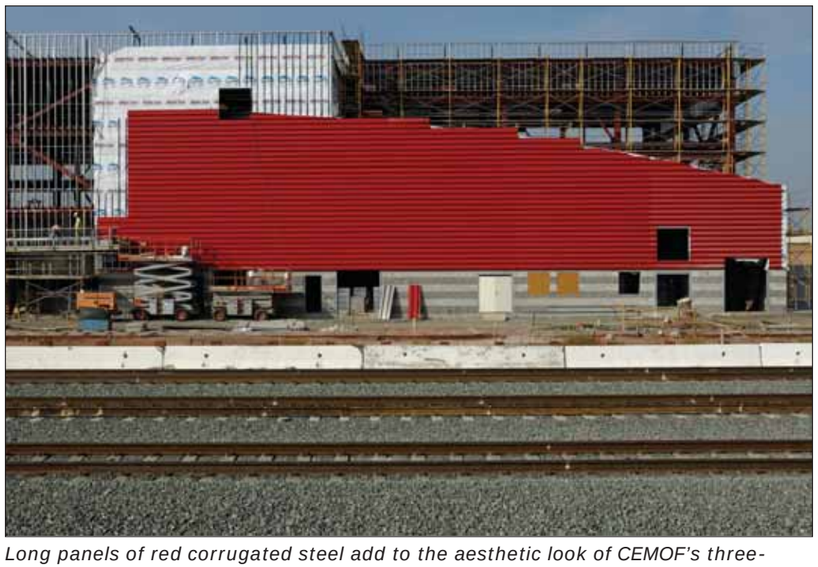
# CEMOF
## A Home for Caltrain



Chuck Fox photo

*Long panels of red corrugated steel add to the aesthetic look of CEMOF's three-story maintenance shop, which is rising next to the Caltrain tracks. The site is bounded by Coleman, Lenzen and Stockton avenues and by West Taylor Street on the north.*

Since 2004, construction crews have been hard at work on a $140 million project that will provide Caltrain a much-needed and long overdue state-of-the-art facility to service its rolling stock.

Caltrain's Centralized Equipment Maintenance and Operations Facility will be a central location bringing together rail administration, rolling stock maintenance and operations. Although key activities will still take place at San Francisco and San Jose, CEMOF will function as the nerve center for Caltrain's seven-day-a-week operation.

This newsletter provides a progress report on the construction and what's ahead as the project moves forward toward completion, in summer 2007.

**Caltrain Centralized Equipment Maintenance and Operations Facility**

# CEMOF Chronicle

Fall 2006

## A New Base of Operations

Chuck Fox photos

It's 2006 and Caltrain is operating more trains than ever before in the Peninsula's 140 years of railroad history. The Baby Bullet express service and Caltrain's new limited-stop passenger service are attracting more new riders every day. Yet the railroad is hobbled by woefully outdated facilities that are used to maintain the rolling stock for its phenomenally successful service.

Caltrain has been running its nearly 100-train weekday schedule with only a small maintenance facility in San Jose and in a rail yard in San Francisco. Many repair jobs have to be shipped as far away as Arkansas and Delaware.

The Centralized Equipment Maintenance and Operations Facility, which is under construction near Lenzen Avenue in San Jose represents a quantum leap forward for Caltrain.

CEMOF will not only allow Caltrain to consolidate maintenance work now done in San Francisco and San Jose, but it will also allow wheel repairs to be done on-site rather than sending them out of state, as is currently done. Servicing our wheels at CEMOF will mean more reliability of service because repairs will be made much faster.

For employees, working conditions will be immeasurably improved, allowing them do an even better job of servicing equipment, which will equate to better service for our customers.

Recognizing the potential impact of this project on neighbors, more than two years ago, an 1,800-foot-long community wall was erected on one side of the construction site to shield them from noise. Since then, a great deal of the work at CEMOF has been performed behind that wall.

# CEMOF Progress

**Much of the initial construction on CEMOF, which began in 2004, was preparatory work, such as relocating utility lines and moving tracks. With more than two years of work completed, buildings and facilities that were once architectural line drawings are taking shape in concrete and steel.**

### Building

The structural steel frame for the $57 million maintenance yard and shop was recently completed and workers are currently installing the outer wall panels, including the red corrugated steel sidewall pictured on the back of this newsletter. The structural work for the site is nearing completion and now the focus has shifted to installation of architectural finishes and interior space construction. In addition, the piping and the steel work platforms that will be used to service the trains in the main building are being constructed. Specialized railroad equipment and the elevators have been assembled and they will be shipped to the CEMOF site for installation at the end of the year.

### Underground

Approximately 87 percent of the 10 miles of underground pipes have been installed, the two 800-foot-long service and inspection pits where trains will be serviced and inspected daily have been constructed, and the two site electrical substations have been installed. Next, the construction of the trackwork, lighting and pavement in the yard will begin.

### Control Center

In June, work began on the Central Control Facility, where Caltrain dispatchers, who will be relocated from San Jose, will control the train traffic between San Francisco and Gilroy. Crews that operate the trains also will be housed in modular buildings at the site.

### Fleet

CEMOF is designed to serve a fleet of 29 locomotives and 110 passenger cars to provide storage for the equipment used for train service, as well as the incidentals on the trains that are used by passengers.

*North of the maintenance shop, a train-sized version of a carwash is under construction. The trainwasher and water treatment plant buildings have been constructed and are ready for the equipment to be installed this fall. Each day, trains will be driven through it so they receive a washing and scrubbing that they now only get twice a year.*

## Learn About CEMOF

### CEMOF Meetings

A CEMOF Monitoring Committee has been in place since the early planning stages of the project. The committee's role is to ensure that community concerns are addressed and to lessen the impact of construction and operations of the facility on local residents.

Members include local residents, San Jose City officials, and Caltrain and Santa Clara Valley Transportation Authority board members.

The quarterly meetings are open to the public and are held on Wednesdays at San Jose City Hall.

For meeting agendas, e-mail your contact information to woodn@samtrans.com or call 650.508.6446. The information is also available at www.catrain.com/cemof.


### CEMOF Hotline

Residents have access to a toll-free, 24-hour staffed hotline for concerns regarding CEMOF. Through the hotline, calls will be logged and responded to within 72 hours. To contact the project hotline, dial toll-free 1.877.433.0300. For all other project-related inquires and information, contact Jonah Weinberg at 650.508.6238 or weinbergj@samtrans.com.

## The Maintenance Shop

**Within this 58,800-square-foot facility, a number of functions will take place.**

Chuck Fox photo

### Repairing and replacing parts

**From the roof of the shop building, a huge overhead crane will travel the length of the building. The cranes will lift heavy machinery and parts and move them around the shop to facilitate the changeout of components such as air-conditioners and engines. A wheel elevator called a drop table will be used to remove and replace the train wheels by lowering the axles while the car is being supported. Within one hour a new wheel set can be installed so the train is ready to roll.**

### Inspecting and servicing cars

In the foreground of the picture above is one of two 800-foot-long service and inspection pits, where crews will perform the required daily inspection of trains upon their arrival at CEMOF. The side-by-side S&I tracks are six feet deep to allow crews to check out a train by working underneath it. Being able to stand while working on equipment will be a huge improvement for mechanics, who currently have to crawl underneath trains to do repairs.

Scott Buschmann photo

### Wheel-truing

Also in the maintenance building, trains will go through a machine that reprofiles or "trues" the wheels on a lathe. This is a routine maintenance job but currently Caltrain has to send wheels out of state to have them resurfaced. Not only does "truing" give passengers a better ride, filing down rough spots extends the life of railroad wheels, improves ride quality and reduces wheel noise.

### Car-Cleaning

When trains arrive on the service and inspection tracks pictured at left, coach cleaners will go through the cars, picking up trash, cleaning restrooms and other necessary "housekeeping" to prepare the trains for the next day. An additional inspection pit provided on the west side of the main building will be used for the top-to-bottom cleaning that trains are scheduled to receive every 180 days.

### Fueling trains

Frank J. Caron photo

*Caltrain is in the final design stage on another project that will provide on-site fuel storage at CEMOF. When this project is completed, Caltrain will be less susceptible to service interruptions because fueling can be done more often. Currently, tankers must fuel trains in three diffrent locations.*