REGION VIII PARTICIPATION
in the
RAIL CARRIER NOISE MONITORING PROGRAM
during
SEPTEMBER AND OCTOBER 1974

BY

WILLIAM C. BRYAN

NOISE CONTROL PROGRAM

AIR & HAZARDOUS MATERIALS DIVISION

REGION VIII

DENVER, COLORADO

U.S. ENVIRONMENTAL PROTECTION AGENCY

ABSTRACT

Region VIII was requested by ONAC to participate with Regions II, IV, and VI in a survey of interstate rail carrier noise for the dual purposes of supporting the establishment of interstate rail carrier noise standards and the development of methods and equipment for monitoring community noise. Partial funding was provided by the Standards and Regulations Division of EPA.

Two railroad yard sites in Denver, two right-of-way sites in Arvada, and one right-of-way site in Brighton were monitored sequentially. During the lapsed time of 692 hours (28.8 days), digital sound levels were recorded for 88% of the time, observer logs were kept for 49% of the time, and analog tapes were recorded for 5% of the time. Downtime of 12% included 4% for site moves.

The dynamic range of recorded sound levels extended from below 40 dB(A), comparable to a quiet wil-erness, to 114 dB(A), comparable to an automobile horn three feet away. Values of L_{dn} (day-night average sound level) ranged from 66 dB(A) to 77 dB(A). In comparison, the maximum value of L_{dn} recommended by the EPA "Levels document" as requisite to protect public health and welfare in residential areas outdoors is 55 dB(A).

Project costs included $6496 in salaries for 6.8 person months, indirect costs of $520, $308 for travel and local transportation, $14,144 for equipment and supplies that can be used in later surveys, and $510 for supplies and services that are not reusable. Of the total $21,978, $16,985 was provided by the ONAC; and $4993 was provided by Region VIII.

The short preparation time involved administrative stresses, including a delay in the availability of observer personnel. The experience called attention to several needs for operational and technical improvements which are recommended. In spite of the difficulties, the ONAC expressed satisfaction with the operational progress and technical results.

TABLE OF CONTENTS

	PAGE
Abstract	i
Sponsor and funding	1
Pilot noise monitoring project	1
Equipment	2
Observer logs	3
Directives	3
Personnel procurement	3-4
Purchasing	4
Monitoring sites	4-5
Operational results	6
Technical results	7-8
npower and cost analysis	9
Administrative recommendations	10
Technical recommendations	11-12

APPENDICES

A. Digital data

B. Observer logs

C. ONAC request for regional assistance

D. Funds transfer request

E. Railroad yard survey methodology

F. Right-of-way survey methodology

G. Procurement List

FIGURES PAGE

1. Environmental noise monitoring system 1a
2. Sample calculator printout of a one-hour block of digital data 2a
3a. Observer log sheet used for railroad yards 3a
3b. Observer log sheet used for railroad rights-of-way 3b
4a. Aerial view of Site Y-4 5a
4b. Monitoring station at Site Y-4 5b
4c. Site Y-4: Union Pacific Intermodal Freight Terminal in background and Interpool, Inc. loading operation in foreground 5b
5a. Aerial view of Site Y-5 5c
5b. Monitoring station at Site Y-5 (Nancy Eckman, observer, in foreground) 5d
5c. Looking northwest from Site Y-5 5d
5d. Looking southwest from Site Y-5 5d
6a. Aerial view of Sites R-1 and R-2 5e
6b. Monitoring station at Site R-1, looking northwest 5f
6c. Observer Jim Larson using radar speed gun at Site R-1 5f
6d. Looking southeast from Site R-1 5f
6e. Looking southwest from Site R-1 5f
7a. Monitoring station at Site R-2, looking northwest 7a
7b. Site R-2, looking west 7a
7c. Site R-2, looking southeast 7a
8a. Aerial view of Site R-3 7b
8b. Monitoring Station at Site R-3, looking north 7c
8c. Site R-3, looking east 7c
8d. Right-of-way at Site R-3, looking north 7c
8e. Gap in track at Site R-3 (pencil indicates gap width) 7c

TABLES

1. Operational Statistics 7d
2. Dynamic range of noise levels measured 7e
3. Stapleton Airport Temperatures 8a

REGION VIII PARTICIPATION IN THE EPA INTERSTATE RAIL CARRIER NOISE MONITORING PROGRAM DURING SEPTEMBER & OCTOBER 1974

Sponsor and Funding

An interstate rail carrier noise monitoring project was carried out during September and October 1974 by EPA regions II, IV, VI, and VIII under the direction of the Technical Assistance Branch of the Office of Noise Abatement and Control (ONAC) of the U.S. Environmental Protection Agency (EPA). Partial funding for the effort was provided by the Standards and Regulations Division of EPA because the survey was initiated to support the development of interstate railroad noise standards. As a condition of funding, the Standards and Regulations Division established rigid deadlines for completion of the project.

Pilot Noise Monitoring Project

The interstate rail carrier noise monitoring project, in addition to providing data required by the Standards and Regulations Division, served as one phase of a pilot program of noise monitoring that had been planned to develop optimum methods and equipment for monitoring community noise. The resulting methods and equipment would be made available later for nationwide use. This report is concerned mainly with the developmental objective, because the data required by the Standards and Regulation Division were submitted to the ONAC as generated. Copies of the technical data are included in Appendices A and B, but extensive analysis for local use will be deferred until a later time.

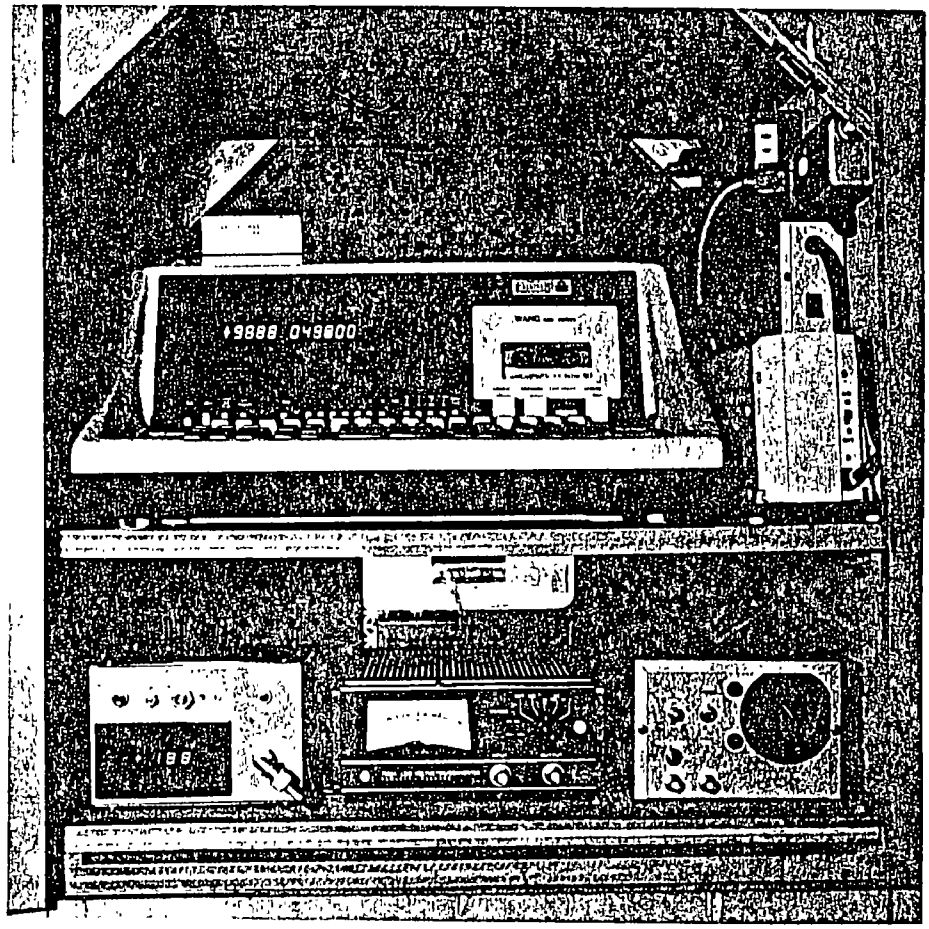


FIG 1. Environmental noise monitoring system.

Equipment

An environmental noise monitoring system that had been designed, constructed, and tested for the EPA by the U.S. Army Construction Engineering Research Laboratory at Champaign, Illinois was the primary equipment used in this study. The system included a Brüel and Kjaer Model 4921 outdoor microphone system, a Wang Model 600-14 TP programmable calculator as the digital controller and statistical analyzer, and a Nagra Model IV-SJ portable scientific tape recorder for recording analog data. Accessory components were a Lambda Model LXS-A-12-R direct current power supply; a Hewlett Packard Model HP 7562A log voltmeter/converter; and custom analog, digital, and filter circuits (See Fig. 1). The latter were an "A-weighted" circuit, designed to give the system a sensitivity to the audio frequency spectrum essentially equivalent to the sensitivity of the human ear, and a "C-weighted" filter with nearly linear sensitivity to audio frequencies.

The dynamic range of this system was 80 decibels (80 dB), and it was capable of separately classifying data acquired during periods in which the winds were above and below a pre-set velocity. Digital information could be analyzed and recorded in blocks of any desired length (one-hour blocks were used), and the system could be programmed to monitor for periods of time limited only by its cassette tape length and the reliability of the system and its power source. Up to three days in one-hour blocks were monitored without using half the tape in a standard "60 minute" cassette.

For each data block, various accumulated statistics (L_n levels) were calculated, and running totals of daytime and night time energy equivalents were kept. Values of energy equivalent sound levels were calculated for each block (L_h), the day (L_d), the night (L_n), and the combined day and night (L_{dn}). The latter value contained night time data that were increased by 10 dB in recognition of the increased annoyance and sleep interference potential of night noises, which is consistent with the EPA "Levels document." L_d, L_n, and L_{dn} have their designated meaning only when their respective daytime (7 a.m. - 10 p.m.), night time (10 p.m. - 7 a.m.), and 24-hour measurement periods have been completed. A sample of the systems data printout for a one-hour block is shown in Figure 2.

0	J	Number of blocks skipped
911.1400	H	Month, day, hour and minute
10.	C	Samples per second
120.	B	Full scale dB level
107228.	A	Total number of samples
0.	A	Number of wind samples
0.	A	Number of overscale samples
55.3688	L	L_h
55.5905	L	L_d
47.1911	L	L_n
56.3178	L	L_{dn}
47.0000	L	L_{99}
48.0000	L	L_{90}
51.0000	L	L_{50}
56.0000	L	L_{10}
67.0000	L	L_1
72.0000	L	$L_{.1}$
76.0000	L	$L_{.01}$
77.0000	L	L_0
5.3077	D	Standard deviation

FIG. 2. Sample print-out of data for a one-hour block

Observer Logs

The digital information mentioned in the preceding paragraph provided no identification of noise sources. Sources were identified by observers and described on log sheets furnished by the ONAC. These sheets are shown in Figures 3a and 3b.

Directives

The ONAC requested Regions II, IV, VI, and VIII to participate in this project via memorandum dated September 10, 1974, with enclosures, which outlined the main objectives, constraints, and funding (see Appendix C).

A memorandum dated September 26, 1974 from the Program Planning and Management Division of EPA to the Deputy Assistant Administrator for Resources Management requested the transfer of a total of $11,940 to Regions II, IV, VI, and VIII (see Appendix D). Each of those regions received $2,985.

Methodology for railroad yard surveys was provided via copy of memorandum dated September 27, 1974 from the Technical Assistance Branch of ONAC to the Standards and Regulations Division (see Appendix E).

Methodology for right-of-way surveys was provided via undated copy of a memorandum from the Technical Assistance Branch of ONAC to the Standards and Regulations Division (see Appendix F).

Correspondence related to software development is omitted from this report because that effort was abandoned by the ONAC. It was planned initially that the participating regions would transmit raw data on a daily basis to ONAC for immediate analysis and reporting. The required software was not provided, and so Region VIII prepared six-block pages of data, made copies of these pages and the related log sheets, and mailed the copies to the ONAC from time to time.

Personnel Procurement

One man constituted the Region VIII Noise Control Program staff when the ONAC request of September 10, 1974, for participation in this project, was received. He proceeded to assemble and test the EPA environmental noise monitoring system which had been shipped from Champaign, Illinois on August 29. He also recruited a Physicist to work as Project Leader and had one hired on a temporary basis by September 18.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: DATE: HOUR:

OBSERVER: PRECIPITATION (YES OR NO) TEMPERATURE:

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
read traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

FIG. 3a. Observer log sheet used for railroad yards

ATA LOG FOR RIGHTS-OF-WAY OBS -TIONS

SITE#: DATE: HOUR:

OBSERVER: PRECIPITATION: TEMPERATURE:

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)								
Serial # of first locomotive								
# locomotives								
velocity (unit:)								
duration of passby ( )								
time of occurrence								
name of railroad of first locomotive								

ADDITIONAL COMMENTS:

FIG. 3b. Observer log sheet used for railroad rights-of-way

Six students were hired to serve as observers during most of the survey. Their main duties were to identify noise sources, record weather conditions, and make analog tape recordings. Initially it was intended to hire these students under a personal services contract, but that approach was abandoned because of insufficient time to negotiate with a responsible organization to provide them with liability and health protection. The most expeditious and responsible approach at the time seemed to be to hire the students on 30-day temporary appointments. The time required for this procedure made it necessary to survey noise without observers for the first eight days of the project and most of the ninth day.

Purchasing

An appreciable number of supplies, items of support equipment, and services were required for this project (see Appendix G). Due to the short preparation period and the impossibility of anticipating some of the needs, it was necessary to take administrative shortcuts to accomplish the mission. Administrative procedures were coordinated with the available authorities, but some of them failed to receive unanimous approval in retrospect. The most generally accepted method used for emergency purchases was to have one or more persons associated with the effort appointed as temporary purchasing officers with authority to use Standard Form 44, a combination purchase order, invoice, and voucher that is used in over-the-counter transactions not exceeding $100. From the operational point of view, however, there was a good case for permission to purchase some low-cost items at personal expense followed by reimbursement. Several requirements were met by the use of personally-owned equipment and supplies of negligible value.

For transportation, security, and use as a field laboratory, a Ford van was rented from the General Services Administration (GSA) at the rate of $60.00 per month plus 6 1/2¢ per mile. A GSA sedan also would have been useful; however, much of the local travel was enroute to and from quarters; and there were emergency trips after normal duty hours, making it necessary to use personal vehicles.

Monitoring Sites

The initial survey plan called for monitoring for a week near each of three railroad yards and for two days at each of three right-of-way sites. During the first week of the survey, the ONAC asked that Region VIII spend two weeks at its first yard site and eliminate one other yard site to maintain constancy with the other regions' monitoring schedule and to obtain additional observation data.

The criteria established by the ONAC for monitoring sites made it necessary to engage in map study, reconnaissance trips, and coordination with ONAC before negotiating with the site proprietors for access and for use of electric power. It was also useful to coordinate with the local noise control agencies and, in some cases, the police. Following are descriptions of the sites that were chosen and monitored:

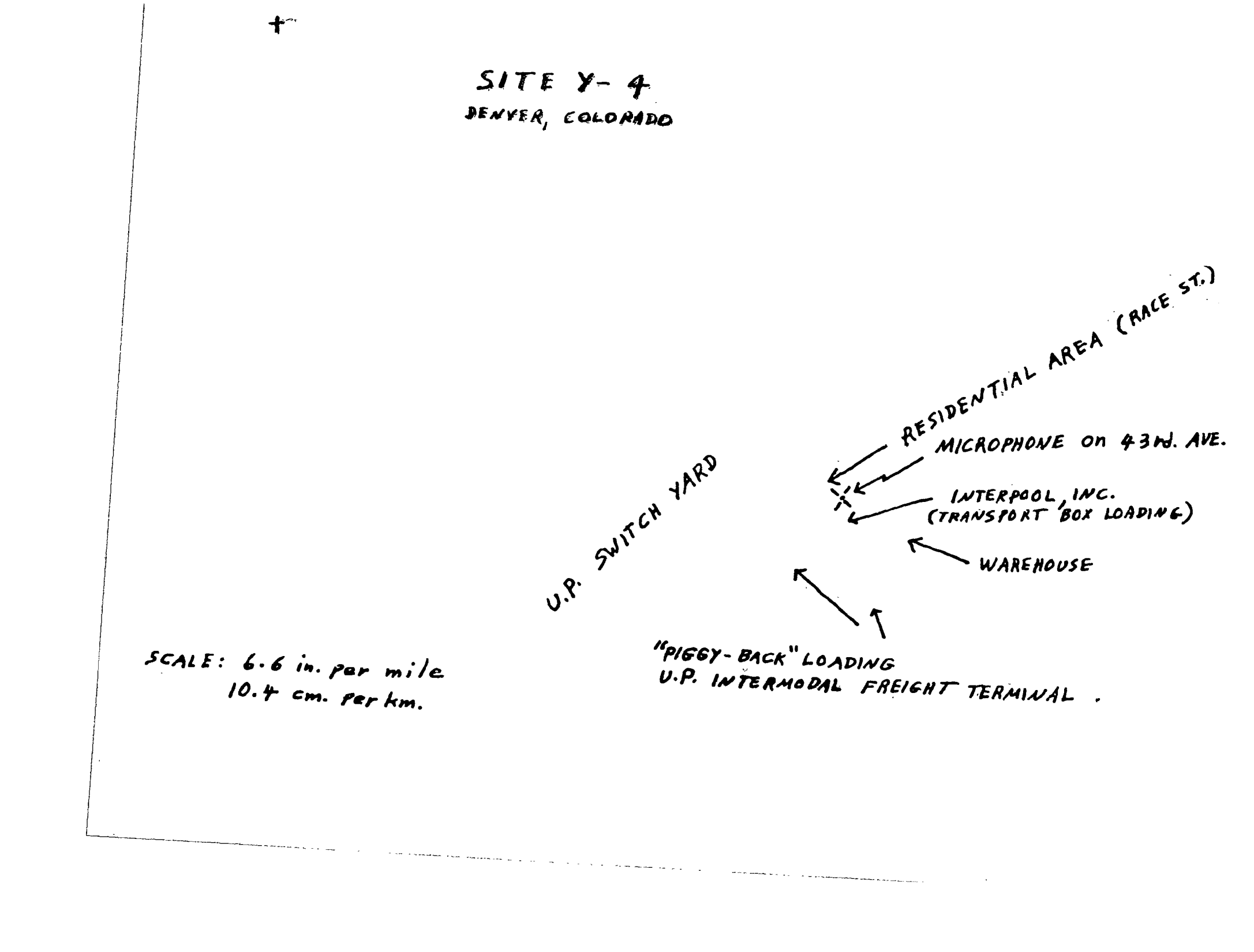
1. Site Y-4 (See Figures 4a, 4b, and 4c) was on the 43rd Avenue side of the William R. Crisler residence at 4300 Race St., Denver, Colorado. Electric power was obtained from the Crisler residence. The microphone was about 180 m. north of the Union Pacific Intermodal ("Piggy-back") Freight Terminal and about 190 m. southeast of a Union Pacific switch yard. Noise sources, other than rail carriers, included aircraft, trucks, dogs, the loading of transport boxes onto flatbed trailers at a distance of about 60 m. by Interpool, Inc., and a warehouse at about 160 m. Interest in this site was enhanced by the presence of the "piggy-back" operation and the proximity of the residential area.

2. Site Y-5 (See Figures 5a, 5b, 5c, and 5d) was at the western boundary of the property of Mountain Bell, Inc. at 5151 Fox Street, Denver, Colorado. The main noise source of interest was the Denver and Rio Grande railroad yards with most tracks centered about a distance of 150 meters from the microphone; however, a Colorado and Southern Railroad right-of-way was within 20 meters of the microphone. Choice of this monitoring location was based upon a compromise between prevalence of railroad noises over other noises, availability of electric power, and security for the personnel and equipment. Interest in Site Y-5 was enhanced by reported prospects for future expansion of railroad activity in that vicinity.

3. Site R-1 (See Figures 6a, 6b, 6c, 6d, and 6e), initially referred to as Site R-2A, was a right-of-way on the Denver and Rio Grande Railroad in Arvada, Colorado. The microphone was placed in a field of mown grass 91 m. east of Simms St. and 30.5 m. from the track center toward northeast. Electric power and van space were obtained from B&L Gardens at 7010 Simms St. The railroad was depressed 1.63 m. below the right-of-way boundary and had a grade of approximately 1.25% increasing toward the northwest. The track was straight and jointed (not

SITE Y-4

DENVER, COLORADO



SCALE: 6.6 in. per mile
10.4 cm. per km.

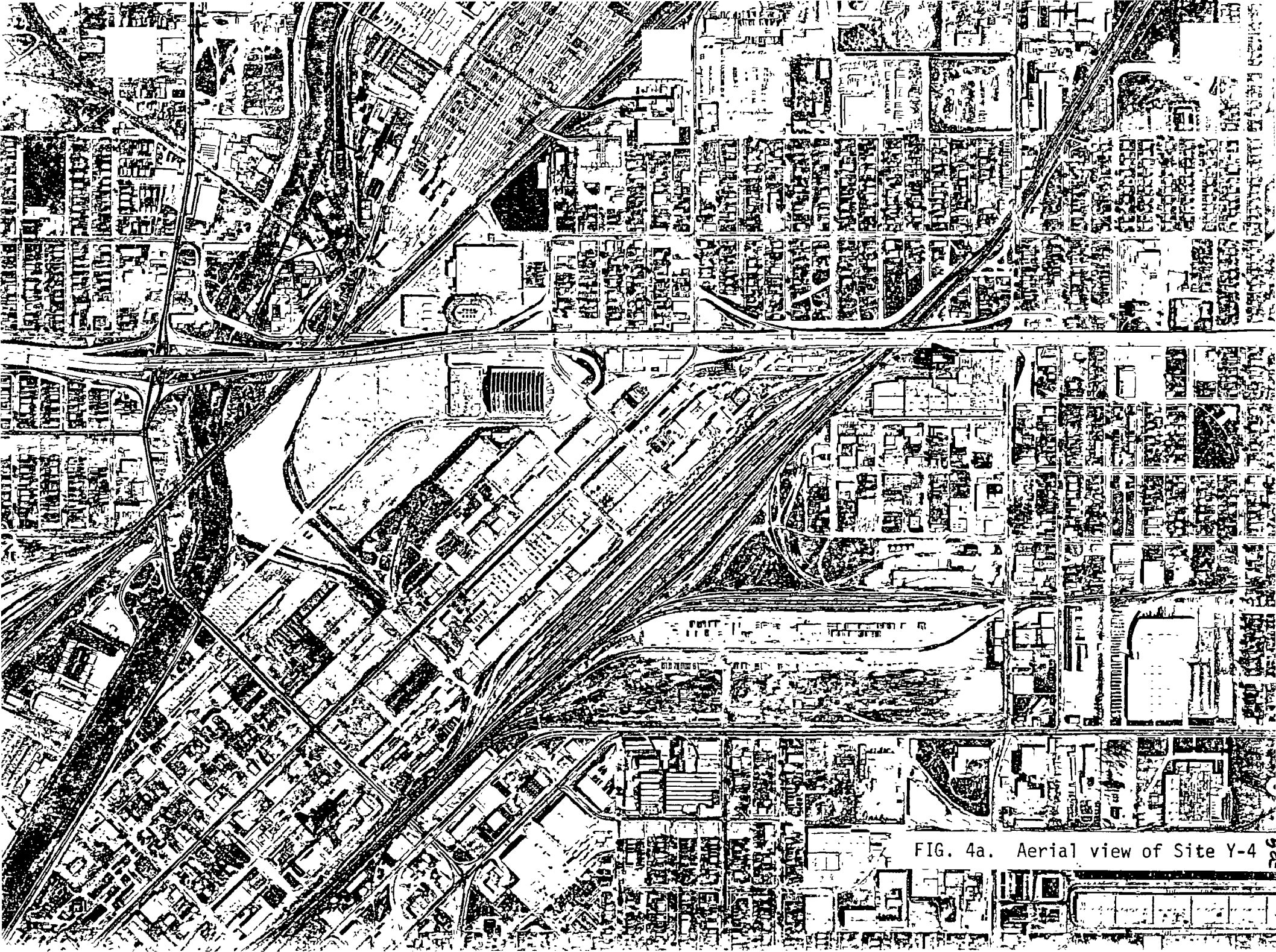


FIG. 4a. Aerial view of Site Y-4

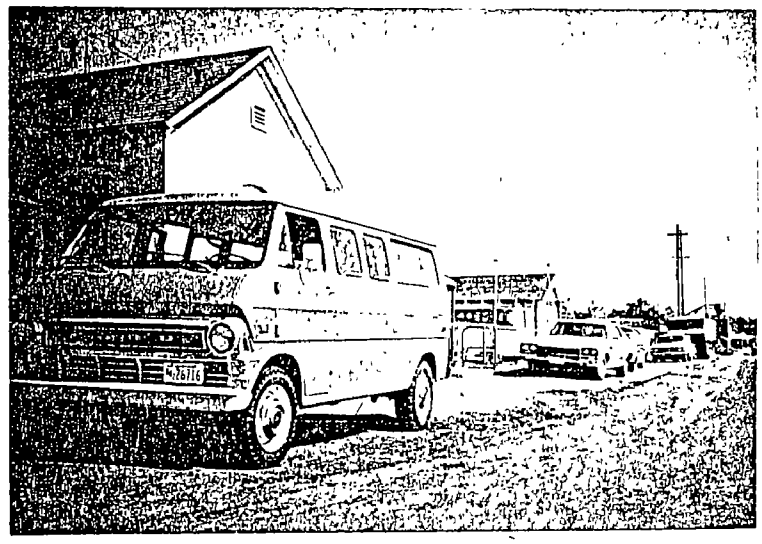


FIG. 4b. Monitoring station at Site Y-4

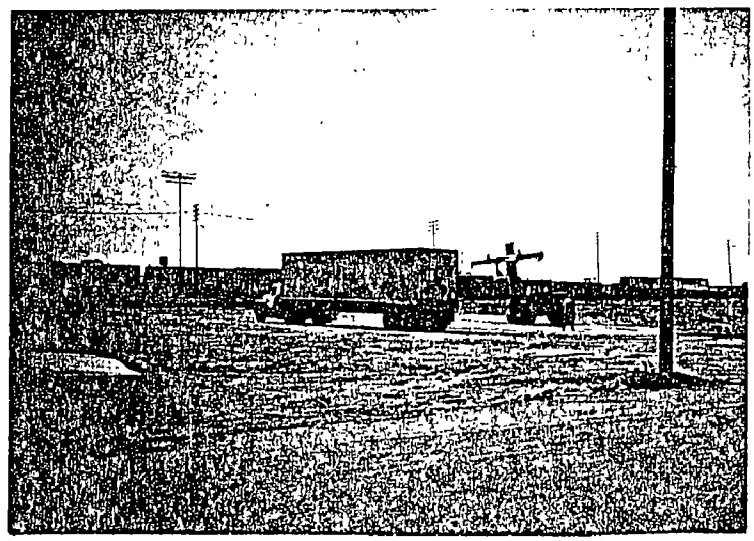
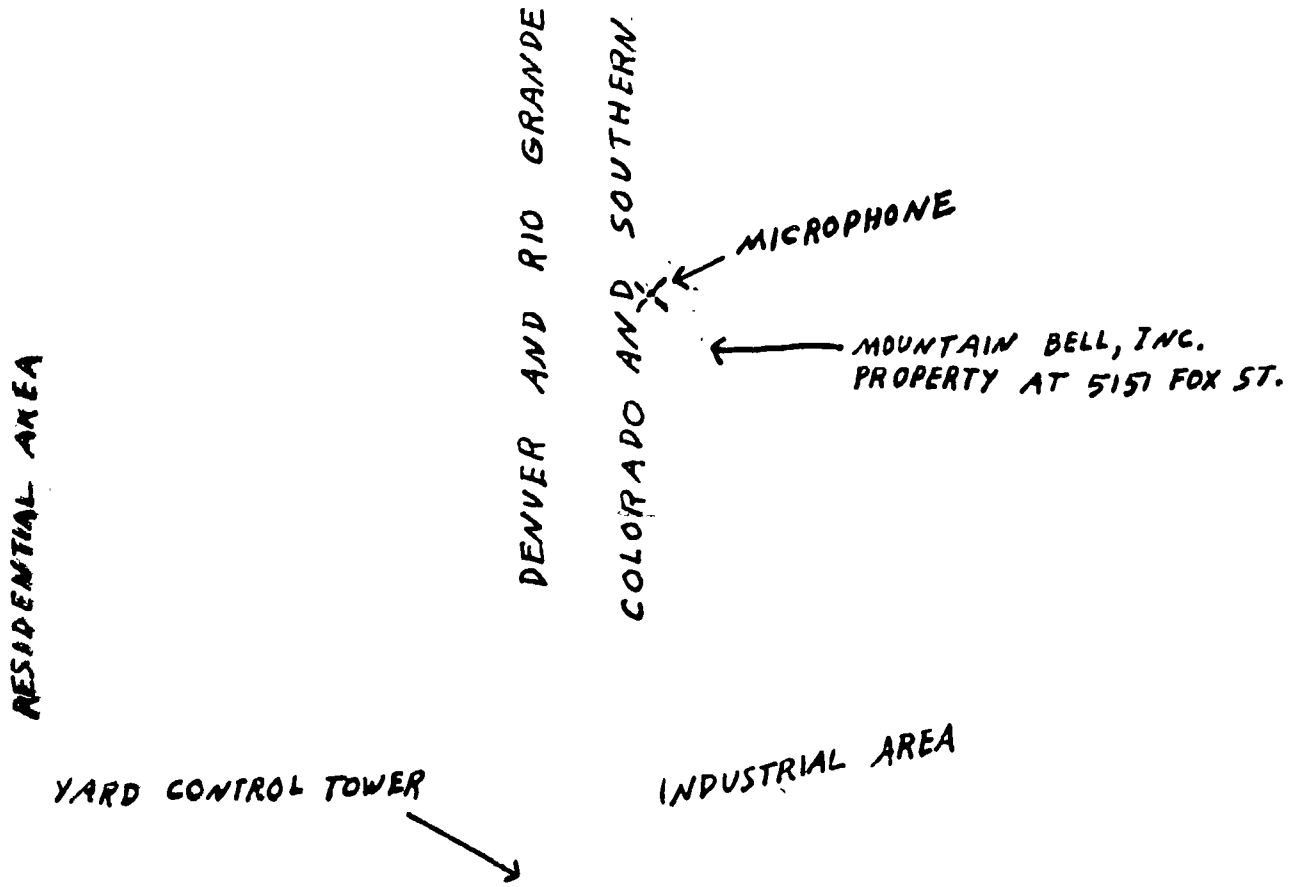


FIG. 4c. Site Y-4: Union Pacific Intermodal Frieght Terminal in background and Interpool, Inc. Loading operation in foreground

SITE Y-5
DENVER, COLORADO



SCALE : 6.8 in. per mile
10.7 cm. per km.

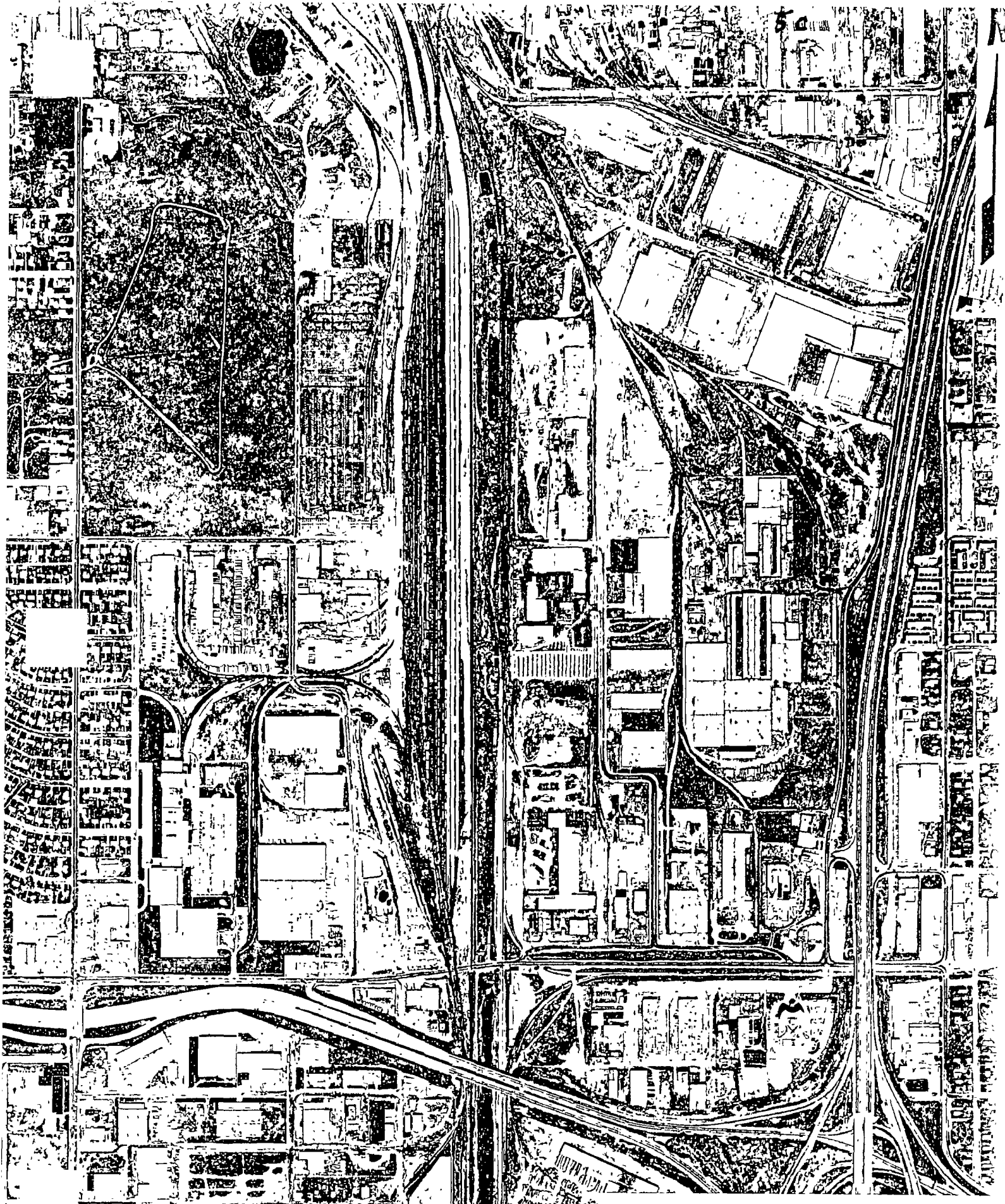


FIG. 5a. Aerial view of Site Y-5

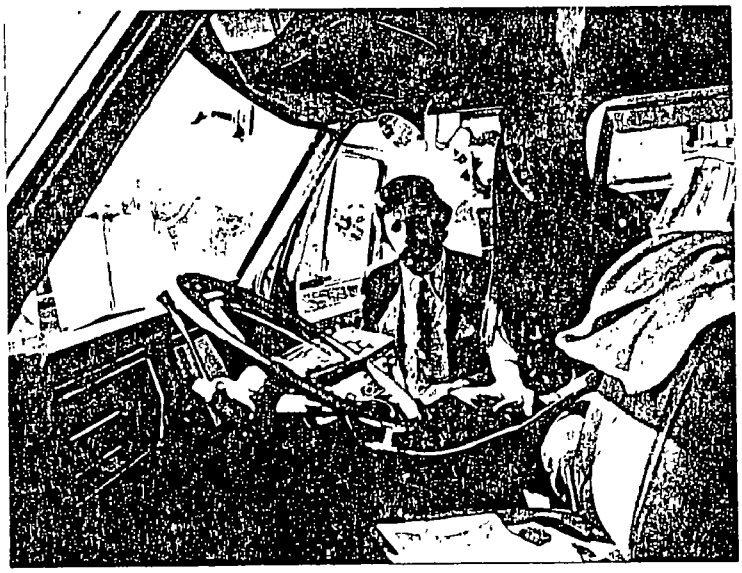


FIG. 5b. Monitoring Station at Site Y-5
Arnold Konheim of ONAC and obsever Nancy Eckman

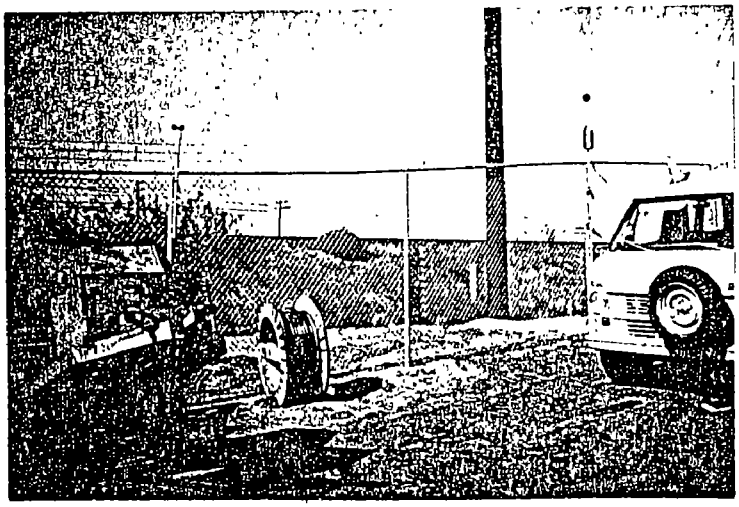


FIG. 5c. Looking northwest from Site Y-5

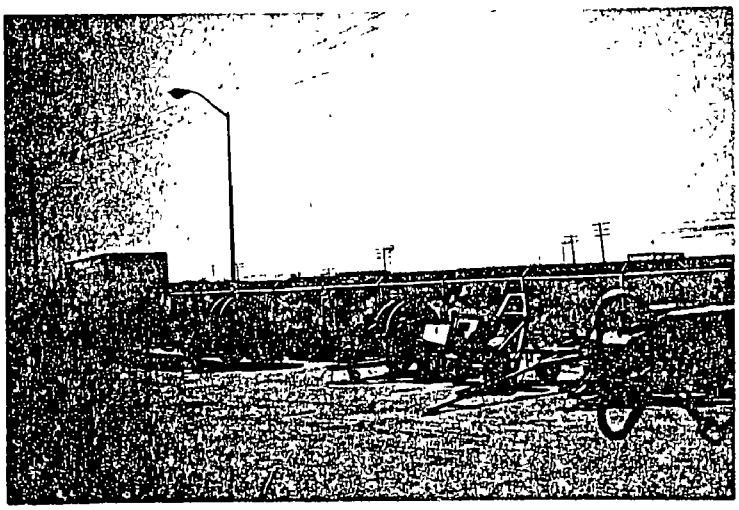
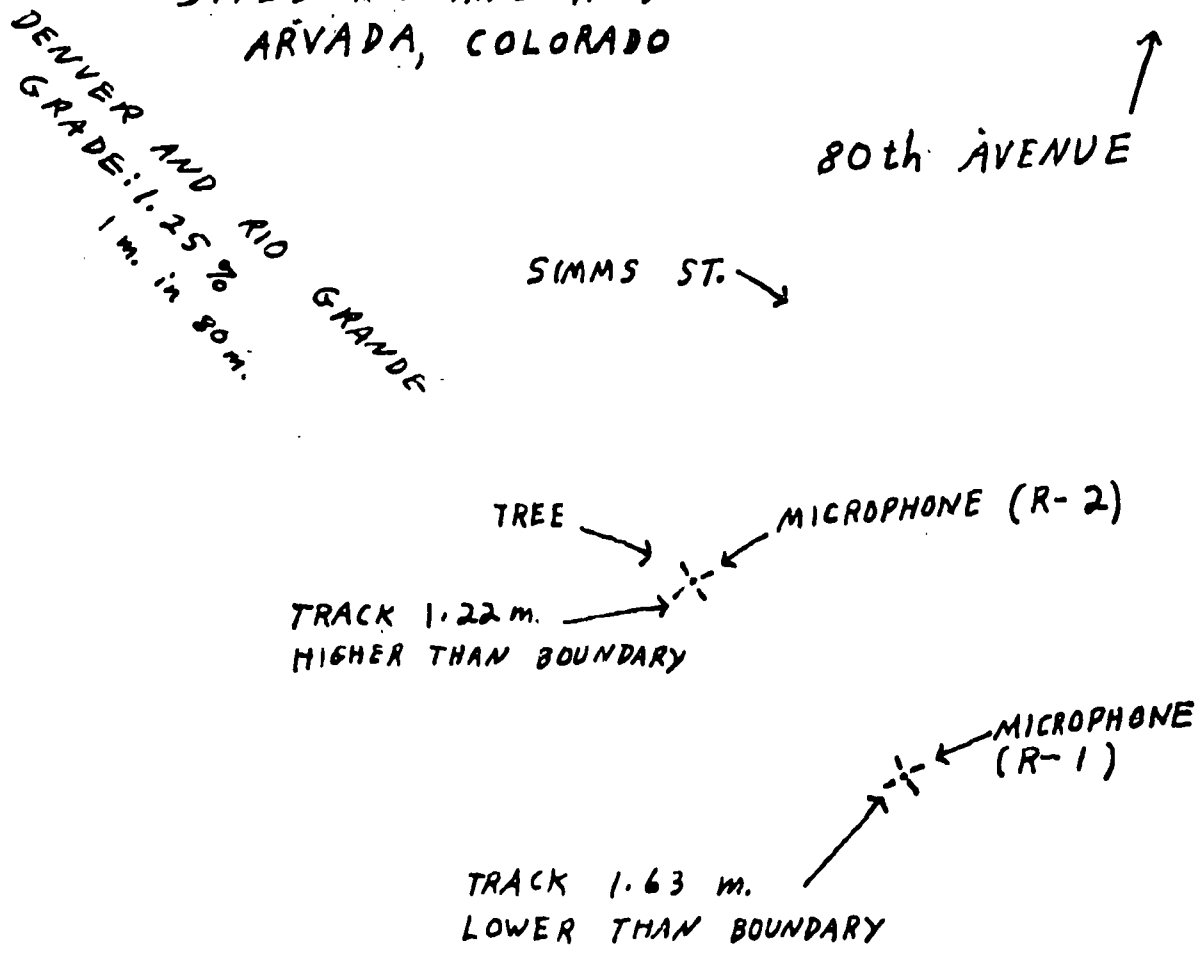


FIG. 5d. Looking southwest from Site Y-5

SITES R-1 AND R-2
ARVADA, COLORADO



SCALE: 8.8 in. per mile
13.9 cm. per km.

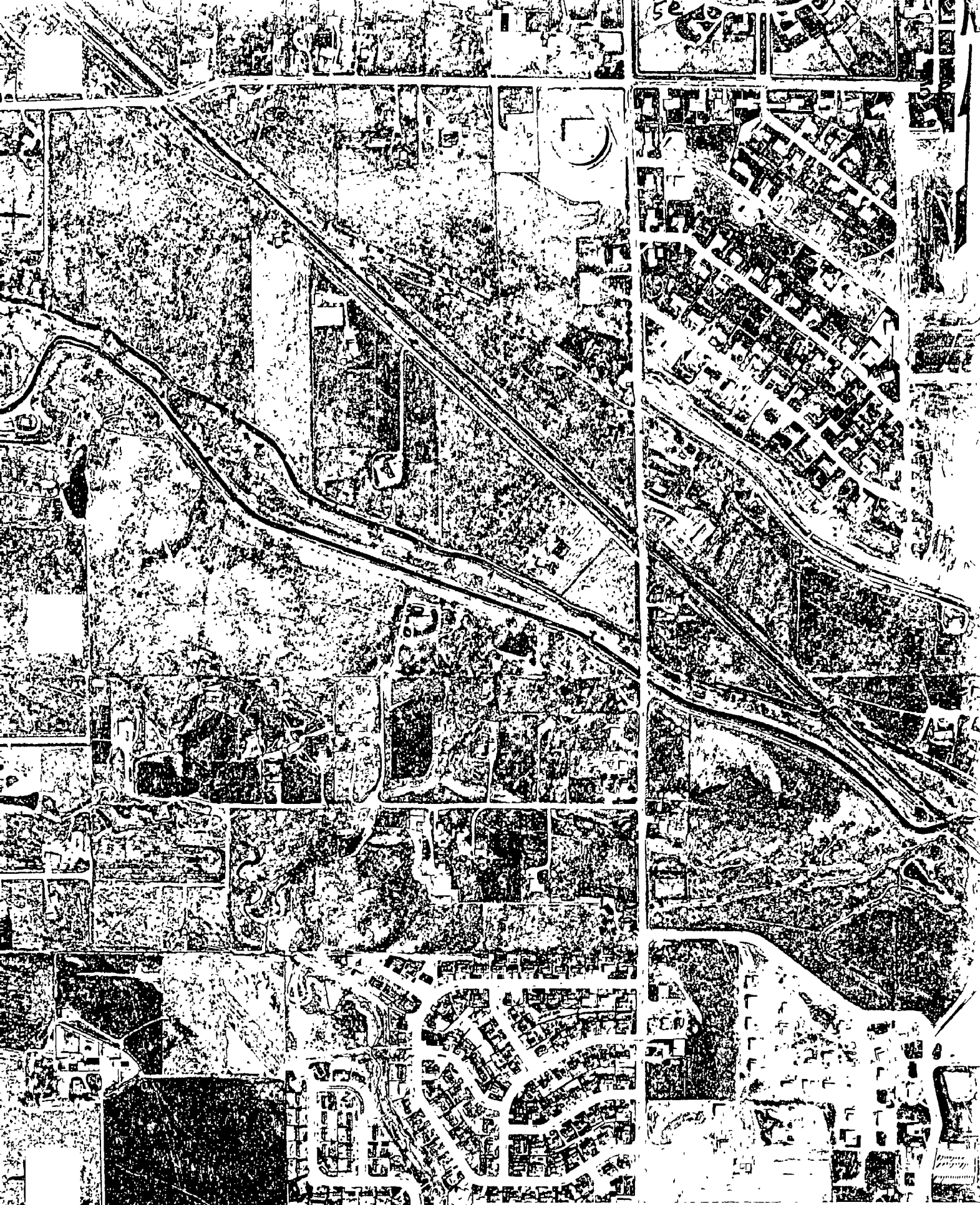


FIG. 6a. Aerial view of Sites R-1 and R-2



FIG. 6b. Monitoring station at Site R-1 looking northwest



FIG. 6c. Observer Jim Larson using radar speed gun at Site R-1

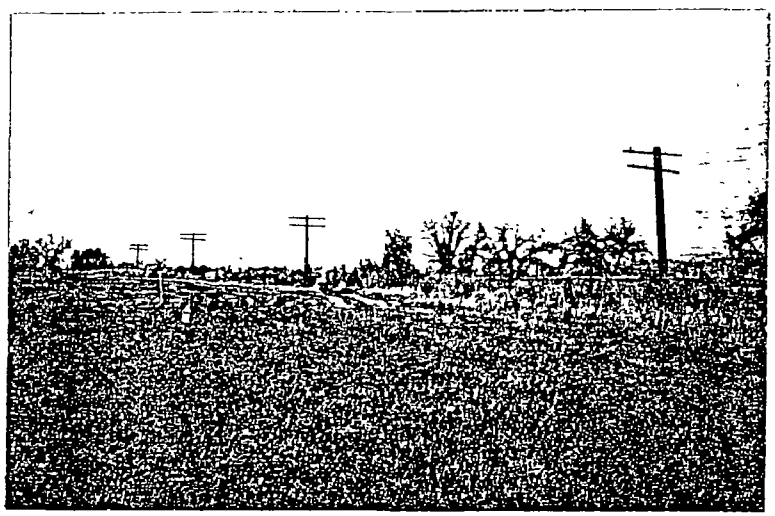


FIG. 6d. Looking southeast from Site R-1

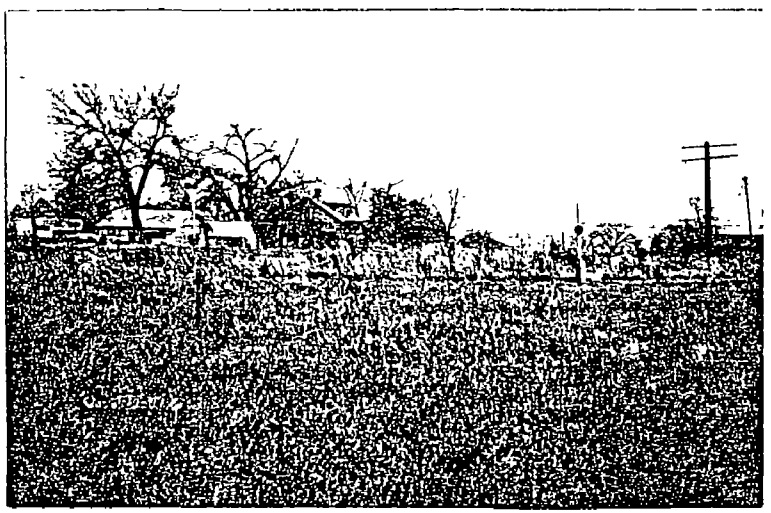


FIG. 6e. Looking southwest from Site R-1

welded). At the intersection with Simms St. there was a grade crossing, and adjacent land use was essentially residential and agricultural. Of special interest at Site R-1 were the effects of the grade and track depression and the impact of railroad noise in a residential area.

4. Site R-2 (See Figures 7a, 7b, and 7c) was similar to R-1 except that it was 91 m. west of 7777 Simms St., and the railroad was elevated 1.22 m. above the right-of-way boundary. Electric power was obtained from the Griggs residence. The intent at Site R-2, in addition to getting more measurements of grade effects and residential areas impact, was to observe any obvious effect of an elevated track by comparing the data with that at Site R-1, which was near the same track where it was depressed.

5. Site R-3 (Figures 8a, 8b, 8c, 8d, and 8e) was 30.5 m. east of the Union Pacific track in Brighton, Colorado. The microphone was located in a vacant lot about 160 m. south of the grade crossing at Jessup Avenue. Another grade crossing was about 407 m. to the south. The railroad and adjacent terrain were level. A residential area was to the east, starting at a distance of 70 m. from the track. To the west were a highway business route at 93 m. from the track and commercial establishments 70 m. from the track. A gap between track sections 1.5 cm wide, was located near the microphone and contributed to the noise level. Land leased by Mr. Beryl R. Swingle of 80 Jessup Ave., Brighton, Colorado was occupied during the survey; and electric power was provided by the Tom Goodwin residence at 31 Sanders Place. This site offered additional residential impact information and an opportunity to monitor more passenger trains than were available at Sites R-1 and R-2.

Operational Results

From the beginning of monitoring at 1200 hours MDST on September 30, 1974 to final shutdown of the system at 0800 hours MST on October 29, 1974, the elapsed time was 692 hours. During this period, digital monitoring was carried out for 607.4 hours (See Appendix A for detailed results); 46 analog tapes, representing about 35 hours, were recorded; and the student observers recorded personal observations covering 336.8 hours (See Appendix B). The observers devoted additional time to initial orientation, assistance with moving from site to site, and waiting for repair of malfunctions.

The digital monitoring "down time" of 84.5 hours (12.2% of elapsed time) included 24.9 hours for four site changes, six hours for other required operational activities, and 53.6 hours due to system malfunction. The latter included one hour of faulty data, probably caused by faulty tape; one loss of data representing 28.5 hours because the cassette in the Wang calculator failed to record (possibly due to personnel error in programming for the period); and 24.1 hours due to seven failures, possibly caused by electric power instabilities.

The moving time included a few hours at Site Y-5 for diagnosing and correcting an excess amount of electromagnetically-induced noise in the system. The microphone was mounted on and grounded through a chain link fence under power lines and a transformer. The resulting induced current in the system plus actual acoustic noise was interpreted by the Wang calculator to be approximately 94 dB of acoustic noise, which was above the level of the calibration source. This situation was corrected by electrically insulating the microphone support from the fence. Apparently the fence had provided an undesirable ground loop in the system. After insulation, noise levels in the 40-50 dB range were displayed by the Wang calculator.

The above statistics are presented on a site-by-site basis in Table 1. On several occasions, representatives of the ONAC expressed satisfaction with the operational progress and technical results reported by Region VIII during and after this project. They were especially impressed by the calibre of students who assisted as observers.

Technical Results

The data produced by this survey are being analyzed and reported by the ONAC; consequently, Region VIII has not attempted a detailed analysis. A few observations, however, seem to be appropriate.

The dynamic range of measured noise levels is shown in Table 2. For each site, the lowest and highest values of L_{90} (ambient noise level), L_o (loudest noise in any one hour), L_{eq} (24) (equivalent continuous noise level for a 24-hour period), and L_{dn} (equivalent day-night noise level for a 24-hour period in which the actual level of night noises is increased by 10 dB(A)) are shown. These loudness levels are in units of dB(A), approximating the response of the human ear. The L_{eq} (24) and L_{dn} values were calculated by the ONAC.

It is emphasized that the brief summary in Table 2 does not include enough detail for making generalizations. For example, the L_o value of 114 dB(A) at Site R-2 was a single event that could have happened as well at other sites.



FIG. 7a. Monitoring station at Site R-2, Looking northwest

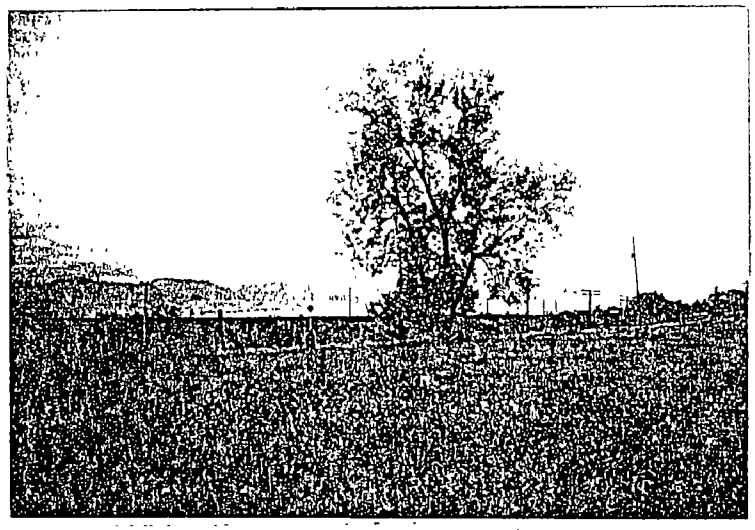


FIG. 7b. Site R-2, looking west

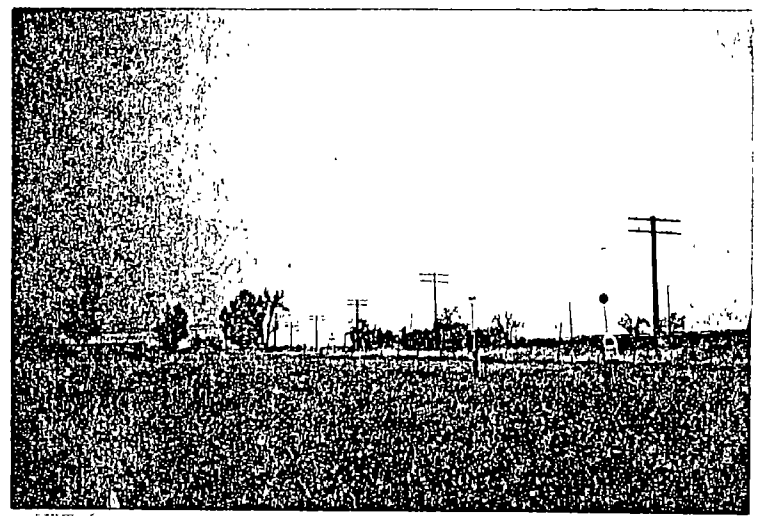
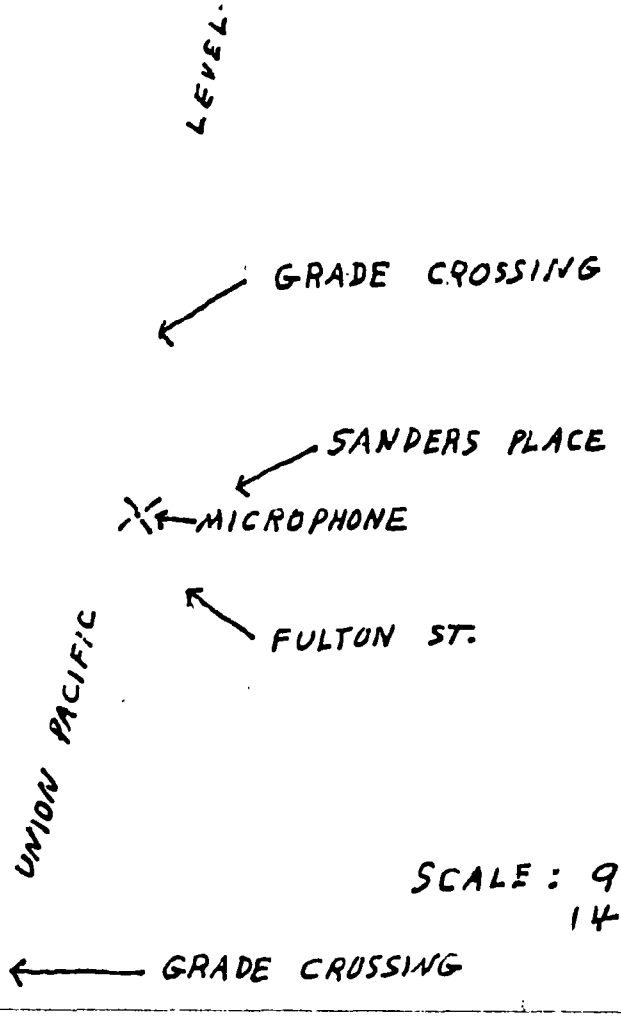


FIG. 7c. Site R-2, looking southeast

SITE R-3
BRIGHTON, COLORADO



SCALE: 9.2 in. per mile
14.5 cm. per km.



FIG. 8a. Aerial view of Site R-3

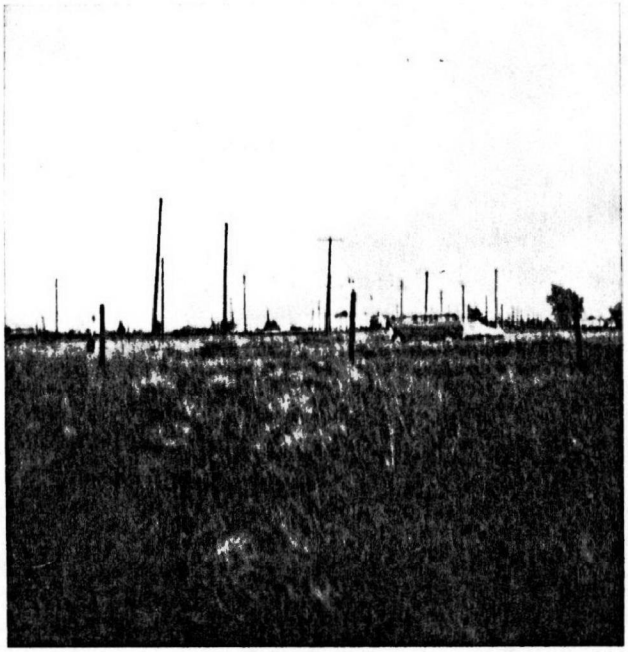


FIG. 8b. Monitoring Station at Site R-3 looking north



FIG. 8c. Site R-3, looking east



FIG. 8d. Right-of-way at Site R-3 looking north

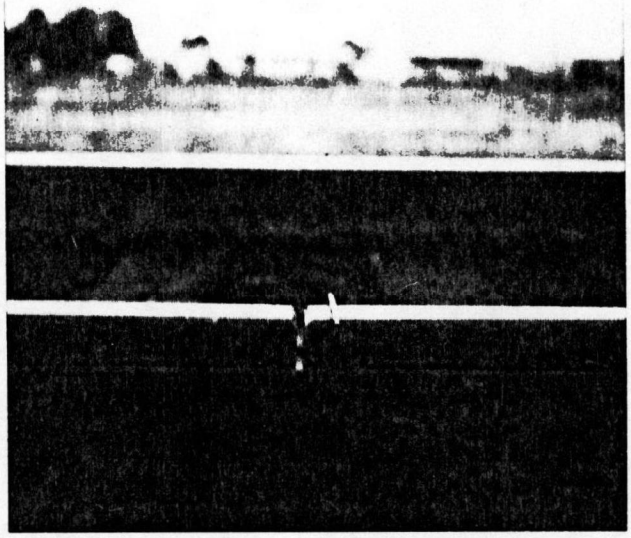


FIG. 8e. Gap in track at Site R-3 Pencil indicates gap width

TABLE 1. OPERATIONAL STATISTICS

Site	Y-4	Y-5	R-1	R-2	R-3	Project Total	% of Lapsed Time
Lapsed time (hours)	332	161.8	62.2	48.6	62.5	692	100
Downtime	38.5	9	3.5	5	3.7	84.5	12
Monitoring time	293.5	152.8	58.7	43.6	58.8	607.4	88
Log sheet hours	79.9	128.6	42.3	42	44	336.8	49
Analog tapes	25	19	2+	2-	2	46 (34.5 hrs.)	5
Train passages on analog tapes	?	?	11	3	5	____	____
for move to ...s site	-	10.2	5.8	4.4	4.5	24.9	4

TABLE 2. DYNAMIC RANGE OF NOISE LEVELS MEASURED*

Site	Y-4	Y-5	R-1	R-2	R-3
L_{90}	≦ 40-56	48-60	≦ 40-47	≦ 40-45	≦ 40-49
L_o	61-109	69-102	53-110	50-114	58-105
L_{eq} (24)	61-64	60-62	68-71	68-69	63-66
L_{dn}	67-72	66-70	72-77	73-76	71-73

---

*Some more-or-less familiar sounds for comparison with the numbers in Table 2, other than the values of L_{dn}, are the following:

40 dB(A):	An extremely quiet office or 200 students in a lecture room being as quiet as possible, or wilderness with no wind or nearby creature noises
50 dB(A)	Light automobile traffic 100 ft. away
60 dB(A)	Inside a small store (1-5 clerks)
70 dB(A)	Crowded hall with 2,000 people talking and laughing
80 dB(A)	Lion's roar 50 ft. away
90 dB(A)	Heavy truck 50 ft. away
100 dB(A)	Boiler factory
110 dB(A)	Automobile horn at 3 ft. or 200 students indoors cheering lustily

The L_{dn} values of 66 to 77 dB(A) are comparable to city noises ranging from noisy urban residential to downtown of a major metropolis. These levels are well above the value of 55 dB(A), which the EPA "Levels document" recommends as maximum for outdoors in a residential area.

The digital data from all sites and especially that recorded at railroad yard sites Y-4 and Y-5 should be interpreted only with careful consideration of simultaneous observer logs and analog tapes. There were many sources of noise that were unrelated to railroad operations. Examples include aircraft, trucks, truck loading equipment, and dogs. Also at Site Y-5, the nearest railroad track was a right-of-way and should not be interpreted as a source of noise peculiar to yard operations, although perhaps all yards have such components.

It was reported by the Union Pacific Railroad that, during the time of our survey at Site Y-4, their car flow rate through both nearby yards was 700 to 800 per day, 60% between 1800 hours and 0600 hours, and 40% between 0600 hours and 1800 hours. At Site Y-5, the Denver and Rio Grande Railroad reported daily flows from 1879 to 2823 cars, averaging 2219 cars per day. On its right-of-way at the same site, the Colorado and Southern Railway Company reported 15 daily passages of trains and switch engines.

At Site R-1, observer logs covering a total time of 42.3 hours reported the passage of 28 trains; i.e., an average of one for each 1.5 hours of observation. The same average frequency was observed at Site R-2 where 28 trains were reported during 42 hours of observation. Site R-3, on a different railroad, revealed 22 train passages in 41.7 hours of observation, or an average of one train every 1.9 hours.

Ambient temperatures were recorded by the observers for use in data interpretation. Because observers were not present at all times, however, a list of hourly temperatures at Stapleton Airport in Denver is provided in Table 3. These were copies from records of the U.S. Weather Service, NOAA.

The equipment functioned impressively well, but did exhibit some aspects in need of further development. These included sensitivity to electromagnetically-induced "noise" as described under "Operational Results" at Site Y-5; sensitivity of the Wang calculator to line voltage instabilities, a problem magnified in the field by use of long extension cords; the unavoidable operation of equipment at temperatures above and below its design specifications; and the loudness of noise from the equipment ventilating fan. The latter interferred with the observers' ability to hear environmental noises. When left unattended in the closed vehicle during a warm day, temperatures in the instrument box sometimes exceeded 120^{0} F.

Another need for study was revealed in the Wang calculator program called "EPA Program No. 2." Each hourly record on the calculator's cassette tape and each hourly printout based on EPA Program No. 2 included values of L_d, L_n, and L_{dn} computed from all data recorded from start-up to 24 hours later. If the calculator was programmed to sample for more than 24 hours, then a new series of averages was begun after each 24-hour period. Only the

TABLE 3. STAPLETON AIRPORT TEMPERATURES (°F)

HOUR ± 10 MIN	DATE (SEPTEMBER AND OCTOBER 1974)																														
	28	29	30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
0100		45	42	43	47	51	54	48	38	36	47	45	52	52	43	35	40	35	44	45	49	47	46	55	53	38	51	47	43	43	43	39
0200		46	42	43	44	50	55	49	37	36	44	45	49	50	43	35	39	36	44	45	54	44	45	49	49	37	51	46	40	41	41	39
0300		44	42	42	42	50	53	46	34	35	43	42	47	52	42	35	35	37	44	44	48	45	44	47	48	37	47	44	37	40	39	42
0400		43	40	38	40	45	61	43	34	35	43	42	49	52	43	36	33	36	42	46	45	46	42	44	46	36	46	42	37	40	38	42
0500		43	39	35	37	48	58	44	33	36	40	43	48	48	43	33	33	37	43	45	44	46	44	42	45	36	41	41	38	40	38	41
0600		43	41	38	37	49	55	43	33	36	40	42	50	48	43	34	33	37	41	44	42	45	43	47	44	35	45	41	37	39	39	37
0700	39	47	44	41	46	54	56	46	34	39	46	47	52	50	43	38	33	39	45	46	44	46	43	53	44	34	48	40	37	39	40	38
0800	47	57	51	49	57	62	61	48	35	49	55	57	58	55	44	46	34	46	53	54	52	53	51	61	44	41	51	45	45	46	49	44
0900	53	64	55	53	65	67	67	54	37	56	63	63	68	59	44	52	36	54	58	62	58	59	58	66	44	44	55	46	51	52	51	48
1000	57	70	59	57	71	72	69	58	37	63	68	69	73	63	44	56	38	61	63	68	63	63	63	69	44	48	55	48	56	57	55	
1100	61	73	67	61	76	77	70	62	39	66	71	72	76	64	44	61	42	66	66	73	66	66	68	73	47	50	52	52	61	60	58	
1200	64	74	73	64	79	79	71	64	40	68	74	78	78	65	44	63	44	70	69	76	70	70	72	73	49	53	51	53	64	62	60	
1300	66	73	78	67	80	80	74	63	41	68	75	78	78	65	44	65	45	71	72	78	72	72	77	75	49	55	50	55	67	64	61	
1400	68	73	74	67	83	80	74	60	42	73	75	81	79	60	43	66	46	71	73	79	75	74	78	77	49	57	51	57	67	63	58	
1500	58	73	75	71	82	82	74	58	42	74	76	80	74	57	43	65	45	71	71	79	75	71	77	73	49	56	51	57	67	65	60	
1600	69	74	75	70	81	79	70	55	43	73	75	79	73	51	43	65	47	68	71	80	75	70	73	69	48	54	50	54	67	64	56	
1700	68	73	72	68	79	74	68	55	43	69	72	75	67	49	43	60	46	63	69	74	70	65	69	68	48	53	49	50	58	58	54	
1800	64	60	63	58	70	73	64	52	41	69	59	67	65	48	43	52	39	56	59	61	61	55	56	64	45	51	50	47	53	50	52	
1900	64	57	60	56	66	71	63	51	40	53	57	65	62	48	42	51	39	51	55	57	58	53	63	63	43	48	50	49	53	48	48	
2000	62	54	60	53	63	69	62	50	40	54	51	60	62	46	50	51	38	48	55	55	57	47	61	57	43	49	50	46	50	50	46	
2100	48	52	55	51	60	65	59	48	39	52	51	55	59	45	39	49	37	47	52	51	52	53	59	56	41	48	49	41	48	45	43	
2200	49	50	53	49	59	66	57	45	37	48	48	55	60	44	37	48	37	45	50	50	50	49	61	55	42	51	48	41	45	46	42	
2300	48	48	54	45	56	64	55	46	37	47	47	52	56	44	36	47	36	43	49	51	48	46	58	54	39	52	47	43	46	46	41	
2400	47	45	49	47	53	57	52	39	36	46	51	55	53	43	35	42	35	44	45	49	48	47	57	53	38	53	47	43	43	39	40	

24th hour values had meaning. If the first sampling block was less than an hour and each other block was one hour long, then the averaging was carried into the 25th hour before re-starting a new average. If a 24-hour run was interrupted by power failure, a new series of averages would begin after re-programming and start-up, no matter what the time. Consequently, many series of hourly printouts contained no meaningful value of L_d, L_n, or L_{dn}.

Calculator programs "EPA Program No. 3 and No. 4" were designed to calculate averages based on arbitrary numbers of data blocks that were previously recorded on cassette tapes by use of "EPA Program 2." We have not found time to determine whether these programs can be used to combine blocks from more than one cassette tape of data, but such would be necessary, in many instances, for calculation of a meaningful L_d, L_n, or L_{dn}. Further, we found that the Region VIII copies of "EPA Program 4" failed to operate properly at about Step 13 of the provided instructions. A fix was suggested, but has not yet been tested.

Manpower and Cost Analysis

Participation of Region VIII in the rail carrier noise monitoring program involved the following resources:

Manpower:

Noise Control Program Physicist (GS-12), 1 man-month	$1500
Noise Control Program Specialist (GS-9), 3.4* man-months	3495
Branch Secretary (GS-5), 0.5 person-month	435
Student Observers (GS-3), 1.9** person-months	1066
	$6496

Indirect Costs:

Procurement and payment for purchases	$445
Hiring and payment of personnel	75
	$520

Travel and Local Transportation:

ONAC meeting in St. Louis, Mo.	$192
Local transportation	116
	$308

*Actual cost converted to "effective" man-months without overtime, night differential, etc.

**The above footnote applies. This cost would have been increased by $1354 if observers had been available 24 hours per day for 30 days.

Equipment and Supplies:

	Reusable	Not Reusable
ONAC monitoring system (estimate)	$14,000	
Supplies	117	305
Components for system improvement	27	
Rental of monitoring vehicle		95
Rental of radar speed gun		75
Payments to site hosts for power and services		35
	$14,144	$510

Total of all costs $21,978

Funding break-down:

ONAC monitoring system provided by ONAC	$14,000
Operational costs funded by ONAC	2,985
Region VIII resources	4,993
Total	$21,978

Administrative Recommendations

1. The urgency of the requirements of the ONAC, combined with late funding and the needs for new manpower and supplies, resulted in a rather exigent operation. Recognizing that exceptional situations are to be expected on occasion, it is essential for future surveys that every effort be made to allow time for preparation by use of normal administrative procedures. It is especially important that applicable funds be transferred in advance of the need to hire and to purchase. One month in advance would be too short for efficient use of normal procedures. A lead time of at least six weeks is recommended.

2. A project that will require overtime work requires advance planning for another reason in Region VIII. This Region sets a ceiling on overtime work that should not be squandered by a single element of the Region. To make allowances for a special project is not difficult if predictions can be made in advance.

3. Twenty-three percent of the cost for this study ($4993) was covered by Region VIII resources without the benefit of inclusion in the Region VIII budget. It is recommended that future requirements not included in the Region VIII budget be funded entirely by EPA Headquarters.

Technical Recommendations

1. It is recommended that the ONAC provide electrically-insulated mounts for the B&K Outdoor Microphone System which will be adaptable to all expected modes of use. This should eliminate much of the risk of mistaking electromagnetically-induced noise for acoustic noise. In addition, it would be reassuring to have a simple test built into the system for determining that recorded levels are essentially free of electromagnetically-induced components.

2. It is recommended that the ONAC make every feasible effort to overcome the system's sensitivity to line voltage instabilities. Some means to consider might include:

   a. Adoption of a commercially available programmable calculator that is designed to sense a voltage failure; store its memory; and, after the power is recovered, re-program and resume operation. (If such a process should destroy the block of data during which the failure occurred, one could minimize the loss by using shorter blocks).

   b. Determination whether the presently used calculator can be made to retain its memory and resume operation after a voltage failure by powering some portion of the calculator circuit by use of a storage battery and battery charger.

   c. Reduction of some effects of voltage instabilities by provision of a constant voltage transformer and "drop out" relay circuit that keeps the calculator power off from time of voltage failure until it can be properly restarted. (Both of these additions have been made and paid for by Region VIII, but have not been tested under field conditions. The drop-out relay is designed to turn on a signal upon recovery of power).

3. It is recommended that the ONAC adapt the system to greater extremes of temperature in a closed vehicle. If the equipment cannot be designed for extreme environments, then some means of temperature regulation should be provided. A heater and thermostat in the instrument box may be advisable for cold weather. For warm weather, a compromise solution may be to pipe outside air into the instrument box through a hole in the vehicle floor or through a special secure panel in a window space.

4. For use of the present system, a quieter cooling fan is needed instead of the one provided. Region VIII has reduced the sound level of its system several dB by replacing the fan; however, the cooling capacity may have been reduced in the process.

5. It is recommended that the ONAC consider the feasibility of the following software changes and provide the changes if determined to be advisable:

   a. It seems that "EPA Program 2" would be more adaptable to operational conditions if it should delay calculation of running sums and averages, making those calculations a portion of the printout routine. It is envisioned that the cassette tape record would contain the same information as now in "Program 2" except the values of L_d, L_n, and L_{dn} and that the programming for printout would allow arbitrary choice of what blocks would be averaged into each required L_d, L_n, and L_{dn}. Ideally, a provision should be made for combining more than one data tape in the calculation. This flexibility would eliminate meaningless values of L_d, L_n, and L_{dn} from the records and would allow the operator to decide which 24 hours are significant for the calculation.

   b. EPA Programs 3 & 4 and/or the instructions for their use need to be clarified and/or debugged. Hopefully, the programs can be made to analyze more than one data tape at a time if the provision has not already been made.

APPENDIX A

DIGITAL DATA

EPA INTERSTATE RAILROAD MONITORING PROGRAM

SITE Y-4; Denver, Colorado; 1974

9681.00							
927.1745	A						
120.	B						
10.	C						
60.00	D						
-780.00	E						
48.							
0.	0.	0.	0.	0.	0.	J	Number of blocks skipped
928.0645	928.0745	928.0845	928.0945	928.1045	928.1145	H	Month, day, hour and minute
10.	10.	10.	10.	10.	10.	C	Samples per second
120.	120.	120.	120.	120.	120.	B	Full scale dB level
35800.	35800.	35800.	35800.	35800.	35800.	A	Total number of samples
0.	0.	0.	0.	0.	0.	A	Number of wind samples
0.	0.	0.	0.	0.	0.	A	Number of overscale samples
58.3855	55.9067	54.1270	68.0173	63.5925	63.4606	L	L_h
00.0000	55.9067	55.1074	63.6692	63.6502	63.6129	L	L_d
58.3855	58.3855	58.3855	58.3855	58.3855	58.3855	L	L_n
68.3855	65.6139	64.0045	65.4028	65.0961	64.8628	L	L_{dn}
51.0000	49.0000	47.0000	43.0000	43.0000	41.0000	L	L_{99}
52.0000	50.0000	47.0000	45.0000	44.0000	42.0000	L	L_{90}
53.0000	51.0000	50.0000	48.0000	47.0000	45.0000	L	L_{50}
55.0000	53.0000	55.0000	57.0000	56.0000	53.0000	L	L_{10}
59.0000	61.0000	65.0000	73.0000	71.0000	66.0000	L	L_1
66.0000	73.0000	72.0000	92.0000	87.0000	84.0000	L	$L_{.1}$
91.0000	87.0000	75.0000	99.0000	94.0000	98.0000	L	$L_{.01}$
97.0000	89.0000	76.0000	101.0000	97.0000	100.0000	L	L_0
5.4554	4.6950	5.0639	19.2165	15.8958	17.5570	D	Standard deviation

EPA STATE RAILROAD MONITORING PROGRAM

SITE Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
928.1245	928.1345	928.1445	928.1545	928.1645	928.1745	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
20.	25.	77.	0.	0.	272.	A
0.	0.	0.	0.	0.	0.	A
56.3927	59.7771	69.0003	53.8413	52.4444	64.3609	L
62.9828	62.6462	64.1535	63.6922	63.2707	63.3819	L
58.3855	58.3855	58.3855	58.3855	58.3855	58.3855	L
64.2951	63.9291	64.8845	64.4647	64.0779	64.1022	L
41.0000	42.0000	42.0000	40.0000	42.0000	44.0000	L
43.0000	46.0000	43.0000	42.0000	43.0000	46.0000	L
46.0000	52.0000	47.0000	46.0000	46.0000	49.0000	L
56.0000	62.0000	56.0000	54.0000	54.0000	55.0000	L
69.0000	71.0000	76.0000	65.0000	64.0000	70.0000	L
76.0000	77.0000	92.0000	72.0000	70.0000	89.0000	L
81.0000	84.0000	99.0000	80.0000	77.0000	93.0000	L
82.0000	89.0000	102.0000	86.0000	78.0000	96.0000	L
10.2124	8.9023	21.2687	8.1835	6.8588	15.3513	D

0.	0.	0.	0.	0.	0.	J
928.1845	928.1945	928.2045	928.2145	928.2245	928.2345	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
65.8570	57.1033	52.8499	63.4709	56.9668	53.5775	L
63.6514	63.3832	63.0908	63.1172	63.1172	63.1172	L
58.3855	58.3855	58.3855	58.3855	57.7336	56.7357	L
64.2655	64.0074	63.7314	63.7156	63.9913	63.9693	L
48.0000	48.0000	48.0000	49.0000	48.0000	48.0000	L
49.0000	49.0000	48.0000	50.0000	49.0000	49.0000	L
51.0000	51.0000	51.0000	52.0000	50.0000	51.0000	L
56.0000	56.0000	54.0000	58.0000	54.0000	54.0000	L
68.0000	70.0000	62.0000	68.0000	68.0000	60.0000	L
91.0000	76.0000	69.0000	87.0000	79.0000	72.0000	L
95.0000	80.0000	71.0000	93.0000	82.0000	81.0000	L
96.0000	83.0000	72.0000	95.0000	82.0000	83.0000	L
14.2808	6.3476	3.2498	10.8881	6.6094	3.4654	D

EPA IN ATE RAILROAD MONITORING PROGRAM

Site Y nver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
929.0045	929.0145	929.0245	929.0345	929.0445	929.0545	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	3.	A
0.	0.	0.	0.	0.	0.	A
51.5226	56.0298	56.5431	53.5516	47.9132	56.7521	L
63.1172	63.1172	63.1172	63.1172	63.1172	63.1172	L
55.9017	55.9276	56.0365	55.7574	55.2782	55.4689	L
63.8697	64.0074	64.1684	64.1422	63.9959	64.1534	L
47.0000	47.0000	46.0000	46.0000	45.0000	45.0000	L
48.0000	48.0000	47.0000	47.0000	46.0000	46.0000	L
50.0000	50.0000	49.0000	49.0000	47.0000	48.0000	L
53.0000	56.0000	55.0000	53.0000	49.0000	53.0000	L
60.0000	69.0000	69.0000	62.0000	53.0000	64.0000	L
65.0000	72.0000	76.0000	75.0000	61.0000	78.0000	L
71.0000	78.0000	85.0000	77.0000	67.0000	89.0000	L
76.0000	79.0000	86.0000	78.0000	69.0000	90.0000	L
2.5671	6.5900	7.2181	5.1308	1.6344	8.6147	D

EPA IN 'E RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

24.	0.	0.	0.	0.	0.	J
929.0645	929.0745	929.0845	929.0945	929.1045	929.1145	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
37.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
69.9665	64.5448	60.4716	53.1148	68.8344	57.3372	L
00.0000	64.3446	62.9692	61.4272	64.7031	63.9287	L
69.9665	69.9665	69.9665	69.9665	69.9665	69.9665	L
79.9665	77.0790	75.3653	74.1245	73.4652	72.6946	L
47.0000	45.0000	43.0000	40.0000	40.0000	40.0000	L
47.0000	46.0000	45.0000	41.0000	42.0000	41.0000	L
49.0000	49.0000	50.0000	46.0000	46.0000	48.0000	L
57.0000	54.0000	59.0000	55.0000	58.0000	60.0000	L
83.0000	67.0000	72.0000	65.0000	82.0000	69.0000	L
93.0000	88.0000	82.0000	70.0000	92.0000	75.0000	L
97.0000	95.0000	88.0000	77.0000	95.0000	82.0000	L
100.0000	95.0000	93.0000	84.0000	96.0000	86.0000	L
19.9811	15.5160	11.2704	8.2685	22.1019	10.7909	D

INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
929.1245	929.1345	929.1445	929.1545	929.1645	929.1745	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	52.	177.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.5975	63.6751	65.0684	66.4907	67.7827	63.5266	L
63.2842	63.4270	63.6694	64.0898	64.6361	64.5462	L
69.9665	69.9665	69.9665	69.9665	69.9665	69.9665	L
72.0532	71.5625	71.1710	70.8746	70.6687	70.3664	L
40.0000	40.0000	40.0000	40.0000	43.0000	43.0000	L
40.0000	40.0000	40.0000	42.0000	46.0000	45.0000	L
41.0000	43.0000	44.0000	46.0000	53.0000	49.0000	L
51.0000	52.0000	54.0000	57.0000	63.0000	57.0000	L
63.0000	66.0000	75.0000	75.0000	74.0000	65.0000	L
73.0000	88.0000	88.0000	90.0000	91.0000	84.0000	L
92.0000	93.0000	94.0000	95.0000	99.0000	98.0000	L
95.0000	96.0000	98.0000	97.0000	103.0000	99.0000	L
15.8359	19.9550	20.0445	19.4866	15.5218	14.5698	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
929.1845	929.1945	929.2045	929.2145	929.2245	929.2345	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	45.	8.	0.	A
0.	0.	0.	0.	0.	0.	A
60.7775	52.7977	53.4390	54.7513	50.5034	50.9675	L
64.3310	64.0087	63.7160	63.4556	63.4556	63.4556	L
69.9665	69.9665	69.9665	69.9665	67.0050	65.2979	L
70.0584	69.7428	69.4505	69.1800	68.9533	68.7455	L
46.0000	47.0000	47.0000	47.0000	46.0000	44.0000	L
47.0000	48.0000	49.0000	49.0000	47.0000	47.0000	L
49.0000	50.0000	51.0000	51.0000	49.0000	50.0000	L
54.0000	53.0000	55.0000	57.0000	52.0000	53.0000	L
69.0000	61.0000	60.0000	65.0000	57.0000	58.0000	L
83.0000	71.0000	71.0000	70.0000	65.0000	61.0000	L
93.0000	74.0000	79.0000	72.0000	71.0000	65.0000	L
96.0000	75.0000	80.0000	74.0000	76.0000	68.0000	L
11.1969	3.4792	3.3293	4.4869	2.5092	2.8852	D

0.	0.	0.	0.	0.	0.	J
930.0045	930.0145	930.0245	930.0345	930.0445	930.0545	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.1629	55.5848	53.3933	49.5208	56.9434	62.4115	L
63.4556	63.4556	63.4556	63.4556	63.4556	63.4556	L
64.3198	63.4936	62.7859	62.1504	61.7536	61.8318	L
68.7167	68.6037	68.4567	68.2811	68.2307	68.5142	L
40.0000	42.0000	44.0000	45.0000	47.0000	48.0000	L
42.0000	43.0000	45.0000	46.0000	48.0000	49.0000	L
48.0000	47.0000	49.0000	47.0000	50.0000	52.0000	L
57.0000	54.0000	56.0000	50.0000	54.0000	55.0000	L
66.0000	70.0000	63.0000	56.0000	63.0000	65.0000	L
70.0000	73.0000	71.0000	68.0000	78.0000	86.0000	L
91.0000	74.0000	79.0000	74.0000	87.0000	93.0000	L
93.0000	76.0000	80.0000	76.0000	88.0000	97.0000	L
10.9904	9.3897	5.4362	2.8769	6.9326	10.9542	D

5<7.0000000

INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

9681.00	
930.0940	A
120.	B
10.	C
60.00	D
-140.00	E
24.	F

9681.00

0.	0.	0.	0.	0.	0.	J
930.1200	930.1300	930.1400	930.1500	930.1600	930.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	4.	0.	A
0.	0.	0.	0.	0.	0.	A
68.5112	56.5301	56.7413	71.9666	55.7306	56.0342	L
68.5112	65.7678	64.2704	67.7355	66.8343	66.1141	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
68.5112	65.7678	64.2704	67.7355	66.8343	66.1141	L
47.0000	47.0000	48.0000	45.0000	51.0000	50.0000	L
48.0000	48.0000	49.0000	48.0000	52.0000	51.0000	L
50.0000	50.0000	52.0000	52.0000	54.0000	53.0000	L
56.0000	54.0000	59.0000	62.0000	58.0000	57.0000	L
67.0000	66.0000	68.0000	87.0000	64.0000	65.0000	L
86.0000	80.0000	72.0000	92.0000	69.0000	73.0000	L
101.0000	82.0000	76.0000	95.0000	72.0000	83.0000	L
109.0000	82.0000	79.0000	96.0000	73.0000	83.0000	L
17.5446	6.5180	5.5601	19.6807	2.8915	3.6930	D

EPA TATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
930.1800	930.1900	930.2000	930.2100	930.2200	930.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	17.	172.	5.	0.	A
0.	0.	0.	0.	0.	0.	A
56.0309	55.2031	54.2421	56.3610	58.1930	54.2280	L
65.5151	64.9926	64.5265	64.1419	64.1419	64.1419	L
00.0000	00.0000	00.0000	00.0000	58.1930	56.6481	L
65.5151	64.9926	64.5265	64.1419	64.7115	64.6732	L
50.0000	48.0000	47.0000	51.0000	51.0000	50.0000	L
51.0000	49.0000	48.0000	52.0000	53.0000	51.0000	L
53.0000	52.0000	50.0000	54.0000	55.0000	53.0000	L
57.0000	56.0000	55.0000	57.0000	60.0000	55.0000	L
66.0000	67.0000	66.0000	65.0000	69.0000	60.0000	L
73.0000	72.0000	71.0000	74.0000	75.0000	70.0000	L
77.0000	74.0000	73.0000	82.0000	80.0000	74.0000	L
79.0000	75.0000	77.0000	83.0000	80.0000	77.0000	L
3.4898	4.3451	4.6834	3.3797	4.3274	2.6080	D

EP STATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
931.0000	931.0100	931.0200	931.0300	931.0400	931.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
52.6933	51.6427	53.7260	55.5893	56.1083	60.4432	L
64.1419	64.1419	64.1419	64.1419	64.1419	64.1419	L
55.6831	54.9702	54.7482	54.9002	55.0948	56.2452	L
64.5491	64.3951	64.3535	64.4420	64.5599	65.2035	L
49.0000	47.0000	48.0000	50.0000	50.0000	50.0000	L
50.0000	48.0000	49.0000	51.0000	51.0000	51.0000	L
51.0000	50.0000	51.0000	53.0000	52.0000	54.0000	L
54.0000	53.0000	54.0000	57.0000	56.0000	63.0000	L
61.0000	59.0000	64.0000	66.0000	67.0000	70.0000	L
66.0000	67.0000	71.0000	70.0000	73.0000	73.0000	L
68.0000	72.0000	72.0000	72.0000	76.0000	89.0000	L
68.0000	80.0000	74.0000	72.0000	77.0000	92.0000	L
2.4635	2.5077	3.7438	3.2986	4.2635	6.7024	D

EPA I 'E RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
931.0600	931.0700	931.0800	931.0900	931.1000	931.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
63.7565	60.1293	57.6316	62.6453	60.6538	66.6040	L
64.1419	63.8970	63.6114	63.5443	63.3909	63.6970	L
58.0503	58.0503	58.0503	58.0503	58.0503	58.0503	L
66.4242	66.2547	66.0726	65.9635	65.8282	65.8634	L
51.0000	52.0000	51.0000	51.0000	50.0000	50.0000	L
52.0000	53.0000	52.0000	52.0000	51.0000	51.0000	L
55.0000	55.0000	55.0000	54.0000	54.0000	54.0000	L
59.0000	58.0000	59.0000	62.0000	60.0000	58.0000	L
68.0000	70.0000	67.0000	76.0000	70.0000	68.0000	L
87.0000	82.0000	73.0000	81.0000	79.0000	92.0000	L
93.0000	87.0000	82.0000	84.0000	90.0000	97.0000	L
95.0000	89.0000	85.0000	84.0000	91.0000	98.0000	L
9.1866	5.7840	3.9288	8.5376	7.0086	12.6985	D

TERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

9681.00	
1001.1230	A
120.	B
10.	C
60.00	D
30.00	E
24.	F

9681.00

0.	0.	0.	0.	0.	0.	J
1001.1230	1001.1300	1001.1400	1001.1500	1001.1600	1001.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
55.7052	56.1432	64.8962	57.8215	62.5216	57.4683	L
55.7052	55.9297	61.1070	60.4889	60.9786	60.5576	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
55.7052	55.9297	61.1070	60.4889	60.9786	60.5576	L
51.0000	49.0000	49.0000	49.0000	49.0000	49.0000	L
52.0000	51.0000	50.0000	51.0000	50.0000	51.0000	L
54.0000	53.0000	53.0000	53.0000	53.0000	53.0000	L
57.0000	58.0000	61.0000	58.0000	59.0000	58.0000	L
66.0000	66.0000	75.0000	70.0000	75.0000	69.0000	L
71.0000	72.0000	88.0000	76.0000	83.0000	74.0000	L
73.0000	76.0000	93.0000	78.0000	92.0000	80.0000	L
74.0000	79.0000	97.0000	80.0000	97.0000	80.0000	L
3.1279	4.1020	11.4197	5.3511	9.6037	4.9631	D

EP RSTATE RAILROAD MONITORING PROGRAM

Site [illegible]; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1001.1800	1001.1900	1001.2000	1001.2100	1001.2200	1001.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
56.4052	66.4384	59.7081	53.7906	53.9888	60.4546	L
60.1578	61.6372	61.4606	61.0847	61.0847	61.0847	L
00.0000	00.0000	00.0000	00.0000	53.9888	58.3280	L
60.1578	61.6372	61.4606	61.0847	61.4451	63.4318	L
52.0000	51.0000	51.0000	50.0000	50.0000	49.0000	L
53.0000	53.0000	52.0000	51.0000	51.0000	50.0000	L
55.0000	55.0000	54.0000	53.0000	53.0000	52.0000	L
58.0000	58.0000	59.0000	55.0000	55.0000	57.0000	L
62.0000	71.0000	73.0000	61.0000	61.0000	75.0000	L
71.0000	91.0000	77.0000	68.0000	69.0000	79.0000	L
82.0000	94.0000	80.0000	70.0000	76.0000	87.0000	L
85.0000	95.0000	84.0000	70.0000	77.0000	90.0000	L
2.5842	11.7550	6.3147	1.9304	2.4279	8.5871	D

EI ISTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1002.0000	1002.0100	1002.0200	1002.0300	1002.0400	1002.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
57.3098	51.9734	53.1604	56.6256	67.8665	55.2885	L
61.0847	61.0847	61.0847	61.0847	61.0847	61.0847	L
58.0144	57.1110	56.5585	56.5697	61.0146	60.5976	L
63.8888	63.7767	63.7382	63.9872	67.7498	67.6442	L
48.0000	48.0000	49.0000	49.0000	50.0000	51.0000	L
49.0000	49.0000	50.0000	50.0000	51.0000	52.0000	L
50.0000	50.0000	51.0000	52.0000	52.0000	54.0000	L
57.0000	53.0000	53.0000	60.0000	55.0000	57.0000	L
69.0000	59.0000	62.0000	67.0000	77.0000	62.0000	L
77.0000	67.0000	71.0000	72.0000	92.0000	65.0000	L
79.0000	75.0000	78.0000	74.0000	95.0000	69.0000	L
80.0000	77.0000	79.0000	77.0000	95.0000	69.0000	L
6.7553	2.6240	2.7355	5.3040	15.2495	2.2359	D

E ERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1002.0600	1002.0700	1002.0800	1002.0900	1002.1000	1002.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
65.1339	61.1839	65.0447	64.9097	57.1269	58.0616	L
61.0847	61.0938	61.6001	61.9660	61.7524	61.5834	L
61.4062	61.4062	61.4052	61.4062	61.4062	61.4062	L
68.5876	68.4062	68.2933	68.1851	68.0075	67.8418	L
53.0000	56.0000	55.0000	50.0000	48.0000	47.0000	L
54.0000	56.0000	56.0000	51.0000	49.0000	49.0000	L
57.0000	58.0000	58.0000	58.0000	51.0000	52.0000	L
59.0000	60.0000	63.0000	63.0000	57.0000	60.0000	L
71.0000	69.0000	73.0000	72.0000	68.0000	69.0000	L
88.0000	81.0000	87.0000	78.0000	78.0000	76.0000	L
93.0000	88.0000	94.0000	96.0000	81.0000	83.0000	L
98.0000	96.0000	98.0000	99.0000	82.0000	83.0000	L
9.0016	3.8921	7.3157	8.7527	6.2735	6.7058	D

7.0000000	
9681.00	
1002.1230	A
120.	B
10.	C
60.00	D
30.00	E
24.	F

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

9681.00						
0.	0.	0.	0.	0.	0.	J
1002.1230	1002.1300	1002.1400	1002.1500	1002.1600	1002.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
61.0569	58.8371	70.2962	55.5088	53.8317	55.1341	L
61.0569	60.0873	66.2826	65.1527	64.2630	63.5761	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
61.0569	60.0873	66.2826	65.1527	64.2630	63.5761	L
50.0000	47.0000	47.0000	48.0000	47.0000	47.0000	L
51.0000	48.0000	49.0000	49.0000	48.0000	48.0000	L
53.0000	51.0000	52.0000	51.0000	50.0000	50.0000	L
61.0000	59.0000	57.0000	57.0000	55.0000	55.0000	L
73.0000	70.0000	71.0000	67.0000	64.0000	65.0000	L
81.0000	78.0000	95.0000	71.0000	71.0000	73.0000	L
82.0000	86.0000	99.0000	75.0000	75.0000	84.0000	L
82.0000	88.0000	100.0000	76.0000	78.0000	88.0000	L
7.8402	8.0236	18.3062	4.8187	4.5897	5.6307	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1002.1800	1002.1900	1002.2000	1002.2100	1002.2200	1002.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
17.	153.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.2063	57.7022	54.0794	53.0087	52.7472	54.2188	L
63.1119	62.7069	62.2692	61.8685	61.8685	61.8685	L
00.0000	00.0000	00.0000	00.0000	52.7472	53.5450	L
63.1119	62.7069	62.2692	61.8685	61.9561	62.1968	L
47.0000	47.0000	47.0000	47.0000	48.0000	47.0000	L
49.0000	48.0000	48.0000	48.0000	49.0000	48.0000	L
51.0000	51.0000	51.0000	49.0000	50.0000	49.0000	L
57.0000	56.0000	57.0000	51.0000	55.0000	53.0000	L
66.0000	66.0000	65.0000	60.0000	61.0000	63.0000	L
72.0000	80.0000	69.0000	72.0000	69.0000	76.0000	L
91.0000	85.0000	72.0000	84.0000	72.0000	80.0000	L
96.0000	86.0000	74.0000	84.0000	73.0000	80.0000	L
7.2980	6.8935	4.6336	4.3799	3.3109	5.0292	D

EP ISTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1003.0000	1003.0100	1003.0200	1003.0300	1003.0400	1003.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
71.0826	64.7175	70.3928	69.6067	57.8625	63.1269	L
61.8685	61.8685	61.8685	61.8685	61.8685	61.8685	L
66.4619	66.0870	67.3549	67.8208	67.2238	66.8790	L
70.5694	71.0391	72.8226	73.7412	73.5474	73.5251	L
48.0000	48.0000	48.0000	47.0000	48.0000	50.0000	L
49.0000	49.0000	49.0000	49.0000	49.0000	51.0000	L
51.0000	51.0000	51.0000	50.0000	51.0000	53.0000	L
55.0000	58.0000	56.0000	57.0000	56.0000	56.0000	L
85.0000	72.0000	76.0000	81.0000	69.0000	61.0000	L
93.0000	88.0000	94.0000	93.0000	75.0000	88.0000	L
96.0000	93.0000	99.0000	97.0000	90.0000	93.0000	L
97.0000	96.0000	101.0000	97.0000	93.0000	96.0000	L
19.8999	12.6780	18.7882	18.5642	6.8532	10.1067	D

EPA INTE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1003.0600	1003.0700	1003.0800	1003.0900	1003.1000	1003.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
66.1280	59.3572	58.5310	60.9610	61.7215	59.0876	L
61.8685	61.6916	61.5003	61.4611	61.4802	61.3558	L
66.8017	66.8017	66.8017	66.8017	66.8017	66.8017	L
73.7088	73.4944	73.2895	73.0995	72.9208	72.7438	L
51.0000	54.0000	52.0000	50.0000	48.0000	47.0000	L
52.0000	56.0000	53.0000	52.0000	49.0000	49.0000	L
54.0000	57.0000	56.0000	54.0000	54.0000	53.0000	L
58.0000	59.0000	59.0000	63.0000	63.0000	60.0000	L
68.0000	64.0000	69.0000	72.0000	71.0000	71.0000	L
91.0000	78.0000	75.0000	78.0000	81.0000	78.0000	L
95.0000	87.0000	79.0000	85.0000	89.0000	82.0000	L
98.0000	90.0000	81.0000	85.0000	90.0000	83.0000	L
11.7357	2.8954	3.5103	6.8527	8.6021	7.0511	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

7.0000000						
9681.00						
1003.1230						A
120.						B
10.						C
60.00						D
30.00						E
24.						F
9681.00						
0.	0.	0.	0.	0.	0.	J
1003.1230	1003.1300	1003.1400	1003.1500	1003.1600	1003.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	60.	0.	A
0.	0.	0.	0.	0.	0.	A
63.3557	59.4591	58.5732	65.0917	53.5801	58.5220	L
63.3557	61.8305	60.9904	62.4293	61.5994	61.2155	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
63.3557	61.8305	60.9904	62.4293	61.5994	61.2155	L
48.0000	48.0000	47.0000	47.0000	48.0000	50.0000	L
49.0000	49.0000	49.0000	49.0000	49.0000	31.0000	L
52.0000	51.0000	51.0000	52.0000	50.0000	53.0000	L
63.0000	58.0000	61.0000	65.0000	54.0000	57.0000	L
75.0000	70.0000	69.0000	73.0000	65.0000	72.0000	L
83.0000	31.0000	76.0000	87.0000	69.0000	77.0000	L
90.0000	87.0000	84.0000	94.0000	73.0000	81.0000	L
92.0000	88.0000	87.0000	95.0000	73.0000	83.0000	L
11.1400	8.2563	7.3736	12.1561	3.8813	6.0304	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1003.1600	1003.1900	1003.2000	1003.2100	1003.2200	1003.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
191.	109.	0.	136.	10468.	0.	A
0.	0.	0.	0.	0.	0.	A
64.9673	56.2255	54.2224	52.0272	57.0105	63.0476	L
61.9930	61.5744	61.1617	60.7626	60.7626	60.7626	L
00.0000	00.0000	00.0000	00.0000	57.0105	61.0031	L
61.9930	61.5744	61.1617	60.7626	61.8761	64.9038	L
48.0000	49.0000	48.0000	48.0000	48.0000	47.0000	L
49.0000	50.0000	49.0000	49.0000	50.0000	48.0000	L
52.0000	52.0000	51.0000	50.0000	53.0000	49.0000	L
56.0000	58.0000	57.0000	53.0000	58.0000	54.0000	L
73.0000	66.0000	63.0000	61.0000	69.0000	66.0000	L
89.0000	75.0000	69.0000	66.0000	74.0000	86.0000	L
94.0000	79.0000	72.0000	70.0000	77.0000	93.0000	L
97.0000	80.0000	74.0000	73.0000	79.0000	96.0000	L
13.0787	4.5613	4.0199	2.8418	5.2638	13.1434	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1004.0000	1004.0100	1004.0200	1004.0300	1004.0400	1004.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	12.	A
0.	0.	0.	0.	0.	0.	A
67.1012	68.1457	67.0132	65.6790	66.3306	55.4704	L
60.7626	60.7626	60.7626	60.7626	60.7626	60.7626	L
64.0652	65.4945	65.8437	65.8167	65.8939	65.3699	L
68.3259	70.4044	71.3340	71.7773	72.2267	72.0320	L
46.0000	46.0000	48.0000	48.0000	50.0000	49.0000	L
47.0000	47.0000	49.0000	49.0000	51.0000	50.0000	L
49.0000	49.0000	51.0000	52.0000	52.0000	53.0000	L
51.0000	53.0000	56.0000	57.0000	55.0000	56.0000	L
65.0000	73.0000	68.0000	68.0000	60.0000	66.0000	L
92.0000	93.0000	91.0000	90.0000	91.0000	70.0000	L
97.0000	96.0000	95.0000	95.0000	97.0000	73.0000	L
100.0000	97.0000	98.0000	98.0000	97.0000	78.0000	L
18.2465	18.9858	15.6149	13.7948	13.9854	3.6827	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1004.0600	1004.0700	1004.0800	1004.0900	1004.1000	1004.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	15.	294.	119.	A
0.	0.	0.	0.	0.	0.	A
66.5576	60.5051	67.9576	61.0631	56.5932	59.6732	L
60.7626	60.7398	62.0618	61.9926	61.7660	61.6539	L
65.5191	65.5191	65.5191	65.5191	65.5191	65.5191	L
72.4324	72.2243	72.0930	71.9072	71.7200	71.5469	L
49.0000	51.0000	52.0000	54.0000	51.0000	49.0000	L
50.0000	53.0000	53.0000	55.0000	53.0000	50.0000	L
52.0000	55.0000	56.0000	58.0000	55.0000	53.0000	L
58.0000	58.0000	62.0000	64.0000	58.0000	60.0000	L
78.0000	73.0000	78.0000	70.0000	65.0000	69.0000	L
89.0000	79.0000	89.0000	77.0000	69.0000	74.0000	L
93.0000	86.0000	97.0000	79.0000	74.0000	90.0000	L
95.0000	89.0000	104.0000	79.0000	77.0000	95.0000	L
13.7952	5.6380	11.7870	4.2845	2.6435	7.2320	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

7.0000000							
9681.00							
1004.1230							A
120.							B
10.							C
60.00							D
30.00							E
60.							F
9681.00							
0.	0.	0.	0.	0.	0.		J
1004.1230	1004.1300	1004.1400	1004.1400	1004.1600	1004.1700		H
10.	10.	10.	10.	10.	10.		C
120.	120.	120.	120.	120.	120.		B
17800.	35800.	35800.	35800.	35800.	35800.		A
0.	0.	0.	0.	0.	12.		A
0.	0.	0.	0.	0.	0.		A
63.9978	59.4390	60.4565	60.4565	57.3081	56.0938		L
63.9978	62.2909	61.7611	61.7611	61.2050	60.6730		L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000		L
63.9978	62.2909	61.7611	61.7611	61.2050	60.6730		L
48.0000	49.0000	46.0000	46.0000	48.0000	51.0000		L
49.0000	50.0000	48.0000	48.0000	51.0000	52.0000		L
54.0000	53.0000	51.0000	51.0000	53.0000	54.0000		L
61.0000	61.0000	62.0000	62.0000	58.0000	57.0000		L
73.0000	71.0000	72.0000	72.0000	68.0000	65.0000		L
87.0000	79.0000	80.0000	80.0000	76.0000	73.0000		L
92.0000	83.0000	84.0000	84.0000	80.0000	76.0000		L
93.0000	83.0000	84.0000	84.0000	85.0000	76.0000		L
10.9921	6.8865	9.1206	9.1206	4.9326	3.0206		D

THIS BLOCK REPAIRED BY EPA PROGRAM #5, OPTION II
(ie, 1004.1500 IS REPLACED BY REPEAT OF 1004.1400)

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1004.1800	1004.1900	1004.2000	1004.2100	1004.2200	1004.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	1621.	567.	0.	A
0.	0.	0.	0.	0.	0.	A
57.4299	55.4283	66.7263	63.0972	54.2099	49.9223	L
60.3337	59.9493	61.4660	61.6596	61.6596	61.6596	L
00.0000	00.0000	00.0000	00.0000	54.2099	52.5750	L
60.3337	59.9498	61.4660	61.6596	61.9641	61.8262	L
51.0000	50.0000	50.0000	50.0000	48.0000	47.0000	L
52.0000	51.0000	51.0000	51.0000	49.0000	48.0000	L
54.0000	53.0000	52.0000	52.0000	51.0000	49.0000	L
59.0000	57.0000	56.0000	56.0000	57.0000	51.0000	L
67.0000	65.0000	78.0000	67.0000	63.0000	56.0000	L
72.0000	71.0000	90.0000	88.0000	68.0000	61.0000	L
80.0000	74.0000	95.0000	94.0000	72.0000	68.0000	L
81.0000	75.0000	96.0000	96.0000	76.0000	72.0000	L
3.9514	3.4422	14.2106	10.5601	4.0657	1.6353	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1005.0000	1005.0100	1005.0200	1005.0300	1005.0400	1005.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
62.0777	51.0492	68.1138	69.9009	51.9469	67.4102	L
61.6596	61.6596	61.6596	61.6596	61.6596	61.6596	L
58.1852	57.2071	62.3451	64.8558	64.2232	64.7746	L
64.2271	64.0631	68.2587	70.9297	70.7006	71.5100	L
48.0000	48.0000	46.0000	46.0000	47.0000	48.0000	L
49.0000	49.0000	47.0000	47.0000	48.0000	49.0000	L
50.0000	50.0000	48.0000	48.0000	51.0000	51.0000	L
52.0000	53.0000	52.0000	54.0000	54.0000	53.0000	L
62.0000	56.0000	68.0000	70.0000	59.0000	60.0000	L
87.0000	59.0000	93.0000	95.0000	64.0000	91.0000	L
94.0000	62.0000	96.0000	99.0000	66.0000	100.0000	L
95.0000	65.0000	98.0000	100.0000	67.0000	103.0000	L
11.6743	1.9005	19.3239	20.6348	2.5290	16.3533	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1005.0600	1005.0700	1005.0800	1005.0900	1005.1000	1005.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	230.	A
0.	0.	0.	0.	0.	0.	A
71.3757	67.6692	74.1435	59.7110	55.3956	59.7907	L
61.6596	62.7038	65.8793	65.6183	65.3281	65.1142	L
66.2263	66.2263	66.2263	66.2263	66.2263	66.2263	L
73.1466	72.9881	73.0507	72.8582	72.6687	72.4936	L
49.0000	51.0000	51.0000	48.0000	47.0000	48.0000	L
50.0000	52.0000	52.0000	50.0000	48.0000	49.0000	L
53.0000	54.0000	54.0000	52.0000	51.0000	51.0000	L
57.0000	56.0000	57.0000	57.0000	58.0000	60.0000	L
85.0000	74.0000	86.0000	68.0000	65.0000	72.0000	L
94.0000	92.0000	97.0000	78.0000	72.0000	79.0000	L
97.0000	97.0000	105.0000	91.0000	81.0000	84.0000	L
98.0000	98.0000	105.0000	94.0000	84.0000	85.0000	L
18.4478	13.8776	19.9449	7.9665	5.3683	8.4054	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

24.	0.	0.	0.	0.	0.	J
1005.1200	1005.1300	1005.1400	1005.1500	1005.1600	1005.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
233.	749.	328.	119.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
59.6084	58.7079	57.3631	55.5183	56.8967	67.3344	L
64.9147	58.7079	58.0874	57.3875	57.2699	61.7877	L
66.2263	00.0000	00.0000	00.0000	00.0000	00.0000	L
72.3256	58.7079	58.0874	57.3875	57.2699	61.7877	L
49.0000	50.0000	51.0000	49.0000	49.0000	50.0000	L
51.0000	52.0000	52.0000	51.0000	50.0000	51.0000	L
53.0000	54.0000	55.0000	53.0000	53.0000	54.0000	L
59.0000	59.0000	59.0000	57.0000	57.0000	59.0000	L
70.0000	69.0000	67.0000	65.0000	68.0000	72.0000	L
77.0000	75.0000	71.0000	71.0000	75.0000	92.0000	L
85.0000	87.0000	78.0000	74.0000	80.0000	98.0000	L
96.0000	93.0000	80.0000	75.0000	82.0000	99.0000	L
6.5691	5.0696	3.7661	3.4631	4.9147	13.3543	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1005.1800	1005.1900	1005.2000	1005.2100	1005.2200	1005.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	6.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.2798	53.6817	53.5901	53.3485	72.1324	68.5022	L
61.3668	60.8190	60.3549	59.9503	59.9503	59.9503	L
00.0000	00.0000	00.0000	00.0000	72.1324	70.6861	L
61.3668	60.8190	60.3549	59.9503	72.3627	73.4444	L
49.0000	49.0000	47.0000	47.0000	47.0000	47.0000	L
51.0000	50.0000	48.0000	49.0000	49.0000	48.0000	L
53.0000	52.0000	50.0000	51.0000	51.0000	50.0000	L
56.0000	56.0000	54.0000	54.0000	56.0000	54.0000	L
66.0000	62.0000	62.0000	63.0000	86.0000	81.0000	L
81.0000	66.0000	73.0000	70.0000	94.0000	92.0000	L
86.0000	69.0000	78.0000	74.0000	97.0000	94.0000	L
88.0000	70.0000	82.0000	76.0000	97.0000	95.0000	L
5.8115	2.8417	3.8554	3.5557	20.4157	17.8213	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1006.0000	1006.0100	1006.0200	1006.0300	1006.0400	1006.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
925.	119.	0.	0.	5.	0.	A
0.	0.	0.	0.	0.	0.	A
69.7447	57.4523	51.9522	52.2071	51.4382	67.2080	L
59.9503	59.9503	59.9503	59.9503	59.9503	59.9503	L
70.3944	69.2179	68.2691	67.4988	66.8472	66.8940	L
74.4898	74.2132	73.9112	73.6324	73.3696	73.7180	L
49.0000	48.0000	47.0000	47.0000	46.0000	46.0000	L
50.0000	50.0000	49.0000	48.0000	48.0000	48.0000	L
53.0000	52.0000	51.0000	51.0000	50.0000	50.0000	L
58.0000	57.0000	54.0000	54.0000	54.0000	53.0000	L
78.0000	70.0000	57.0000	59.0000	59.0000	63.0000	L
93.0000	74.0000	59.0000	67.0000	63.0000	91.0000	L
98.0000	81.0000	61.0000	73.0000	66.0000	98.0000	L
102.0000	82.0000	64.0000	74.0000	68.0000	100.0000	L
16.5981	5.7429	2.3522	2.8257	2.6804	17.2521	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1006.0600	1006.0700	1006.0800	1006.0900	1006.1000	1006.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
66.5189	62.6519	49.8624	56.4109	54.4113	53.6257	L
59.9503	60.3097	59.9348	59.7288	59.4863	59.2502	L
66.8538	66.8538	66.8538	66.8538	66.8538	66.8538	L
73.9313	73.7144	73.4926	73.2849	73.0856	72.8947	L
45.0000	45.0000	44.0000	44.0000	45.0000	45.0000	L
46.0000	46.0000	44.0000	45.0000	46.0000	46.0000	L
49.0000	48.0000	46.0000	47.0000	48.0000	49.0000	L
52.0000	52.0000	48.0000	53.0000	54.0000	55.0000	L
60.0000	68.0000	62.0000	63.0000	65.0000	66.0000	L
91.0000	87.0000	70.0000	74.0000	75.0000	70.0000	L
97.0000	94.0000	74.0000	89.0000	79.0000	73.0000	L
101.0000	96.0000	78.0000	93.0000	80.0000	74.0000	L
17.7105	14.4539	4.5513	8.9210	6.7318	5.3995	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

48.	0.	0.	0.	0.	0.	J
1006.1200	1006.1300	1006.1400	1006.1500	1006.1600	1006.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
59.4902	65.4761	66.5110	52.7877	57.4328	54.7976	L
59.2666	65.4761	66.0243	64.3652	63.3997	62.5779	L
66.8538	00.0000	00.0000	00.0000	00.0000	00.0000	L
72.7185	65.4761	66.0243	64.3652	63.3997	62.5779	L
46.0000	46.0000	47.0000	46.0000	46.0000	46.0000	L
48.0000	47.0000	49.0000	48.0000	48.0000	48.0000	L
50.0000	50.0000	51.0000	50.0000	51.0000	53.0000	L
56.0000	58.0000	55.0000	54.0000	57.0000	57.0000	L
71.0000	70.0000	66.0000	61.0000	69.0000	64.0000	L
80.0000	89.0000	92.0000	71.0000	78.0000	70.0000	L
84.0000	97.0000	95.0000	79.0000	80.0000	74.0000	L
86.0000	99.0000	96.0000	82.0000	80.0000	75.0000	L
9.2381	14.9150	15.6150	3.5502	6.8061	4.3881	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1006.1800	1006.1900	1006.2000	1006.2100	1006.2200	1006.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
69.8695	72.3432	65.0270	65.3205	62.6158	62.6019	L
64.9500	67.1010	66.8898	66.7410	66.7410	66.7410	L
00.0000	00.0000	00.0000	00.0000	62.6158	62.6089	L
64.9500	67.1010	66.8898	66.7410	67.8361	68.5603	L
47.0000	48.0000	48.0000	48.0000	47.0000	46.0000	L
49.0000	49.0000	49.0000	49.0000	48.0000	47.0000	L
50.0000	51.0000	50.0000	50.0000	50.0000	49.0000	L
57.0000	62.0000	53.0000	52.0000	52.0000	53.0000	L
78.0000	84.0000	73.0000	65.0000	62.0000	68.0000	L
93.0000	95.0000	89.0000	90.0000	87.0000	82.0000	L
97.0000	99.0000	94.0000	95.0000	94.0000	96.0000	L
103.0000	100.0000	95.0000	97.0000	95.0000	98.0000	L
18.7318	19.9336	14.2257	15.3240	12.6813	13.0590	D

'A INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1007.0000	1007.0100	1007.0200	1007.0300	1007.0400	1007.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
48.3779	50.0608	50.8147	50.2592	62.2418	62.2597	L
66.7410	66.7410	66.7410	66.7410	66.7410	66.7410	L
60.9292	59.7967	58.9628	58.2865	59.1226	59.6626	L
68.2201	67.9275	67.6701	67.4264	67.9453	68.3594	L
46.0000	46.0000	46.0000	47.0000	47.0000	51.0000	L
47.0000	46.0000	47.0000	48.0000	48.0000	52.0000	L
48.0000	48.0000	49.0000	49.0000	50.0000	54.0000	L
49.0000	50.0000	54.0000	51.0000	53.0000	57.0000	L
51.0000	61.0000	59.0000	56.0000	63.0000	63.0000	L
55.0000	66.0000	62.0000	66.0000	86.0000	78.0000	L
59.0000	69.0000	66.0000	71.0000	93.0000	97.0000	L
61.0000	72.0000	67.0000	71.0000	95.0000	100.0000	L
1.1395	3.1585	3.1381	2.0618	12.0999	8.2065	O

THIS BLOCK WAS FOLLOWED BY "BLANKING" DISPLAY

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	J
1007.0600	1007.0700	H
10.	10.	C
120.	120.	B
35800.	35800.	A
0.	0.	A
0.	0.	A
69.5921	65.4207	L
66.7410	66.6256	L
62.6339	62.6339	L
70.6185	70.4560	L
54.0000	55.0000	L
55.0000	56.0000	L
57.0000	58.0000	L
61.0000	61.0000	L
81.0000	78.0000	L
92.0000	87.0000	L
99.0000	92.0000	L
102.0000	93.0000	L
12.5843	7.7864	D

567.0000000	
9681.00	
1007.1210	A
120.	B
10.	C
60.00	D
50.00	E
24.	F
9681.00	
0.	J

DATA FROM THE ABOVE PROGRAM WERE NOT RECORDED BECAUSE TAPE FAILED TO MOVE

57.0000000

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

9681.00						
1008.1230						
120.						
10.						
60.00						
30.00						
24.						
9681.00						
0.	0.	0.	0.	0.	0.	J
1008.1230	1008.1300	1008.1400	1008.1500	1008.1600	1008.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
57.6914	58.2795	55.5134	53.2535	53.8875	57.9836	L
57.6914	57.9954	57.3145	56.5992	56.1758	56.5343	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
57.6914	57.9954	57.3145	56.5992	56.1758	56.5343	L
47.0000	47.0000	47.0000	47.0000	46.0000	47.0000	L
49.0000	48.0000	48.0000	48.0000	47.0000	48.0000	L
51.0000	51.0000	51.0000	50.0000	49.0000	52.0000	L
57.0000	58.0000	57.0000	53.0000	56.0000	61.0000	L
71.0000	69.0000	66.0000	64.0000	64.0000	69.0000	L
77.0000	80.0000	73.0000	71.0000	72.0000	73.0000	L
79.0000	84.0000	78.0000	76.0000	74.0000	75.0000	L
79.0000	85.0000	79.0000	82.0000	77.0000	77.0000	L
6.8569	7.4203	5.2444	3.8633	4.9887	7.0289	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1008.1800	1008.1900	1008.2000	1008.2100	1008.2200	1008.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
74.0196	56.0657	64.5664	67.9872	66.6064	68.3100	L
66.0103	65.4928	65.3991	65.7392	65.7392	65.7392	L
00.0000	00.0000	00.0000	00.0000	66.6064	67.5412	L
66.0103	65.4928	65.3991	65.7392	68.7908	70.9989	L
49.0000	49.0000	48.0000	49.0000	49.0000	48.0000	L
50.0000	50.0000	49.0000	49.0000	50.0000	49.0000	L
52.0000	52.0000	51.0000	51.0000	51.0000	50.0000	L
57.0000	58.0000	54.0000	58.0000	55.0000	54.0000	L
89.0000	67.0000	70.0000	77.0000	73.0000	74.0000	L
96.0000	71.0000	89.0000	92.0000	91.0000	93.0000	L
100.0000	78.0000	94.0000	95.0000	94.0000	96.0000	L
102.0000	79.0000	97.0000	96.0000	96.0000	97.0000	L
21.5707	4.8344	13.5637	16.1488	14.7514	17.3135	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1009.0000	1009.0100	1009.0200	1009.0300	1009.0400	1009.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
53.9522	67.1874	54.0935	53.5741	54.8032	62.4316	L
65.7392	65.7392	65.7392	65.7392	65.7392	65.7392	L
65.8745	66.2416	65.3382	64.6039	64.0096	63.8410	L
70.7221	71.6741	71.4283	71.1952	70.9938	71.0874	L
47.0000	47.0000	47.0000	48.0000	49.0000	50.0000	L
48.0000	48.0000	49.0000	49.0000	51.0000	51.0000	L
50.0000	50.0000	51.0000	51.0000	53.0000	54.0000	L
54.0000	57.0000	57.0000	55.0000	56.0000	58.0000	L
63.0000	75.0000	62.0000	60.0000	62.0000	62.0000	L
74.0000	91.0000	67.0000	74.0000	72.0000	87.0000	L
79.0000	95.0000	75.0000	75.0000	74.0000	93.0000	L
80.0000	97.0000	84.0000	75.0000	76.0000	97.0000	L
4.6704	15.8582	3.9297	3.4972	2.8521	8.7803	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1009.0600	1009.0700	1009.0800	1009.0900	1009.1000	1009.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35900.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
57.5468	66.5987	65.7544	57.3877	55.2826	55.6929	L
65.7392	65.8248	65.8190	65.5230	65.2326	64.9673	L
63.4550	63.4550	63.4550	63.4550	63.4550	63.4550	L
70.9531	70.8183	70.6736	70.4812	70.2941	70.1158	L
52.0000	55.0000	52.0000	49.0000	48.0000	49.0000	L
53.0000	56.0000	53.0000	50.0000	49.0000	50.0000	L
55.0000	57.0000	55.0000	53.0000	51.0000	51.0000	L
57.0000	61.0000	60.0000	60.0000	57.0000	57.0000	L
64.0000	76.0000	77.0000	69.0000	66.0000	66.0000	L
74.0000	90.0000	88.0000	74.0000	71.0000	75.0000	L
87.0000	96.0000	90.0000	78.0000	79.0000	78.0000	L
88.0000	97.0000	91.0000	80.0000	80.0000	78.0000	L
3.2947	9.3808	10.8543	5.3981	4.7646	4.8316	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

67.0000000						
9681.00						
1009.1230						A
120.						B
10.						C
60.00						D
30.00						E
24.						F
9681.00						
0.	0.	0.	0.	0.	0.	J
1009.1230	1009.1300	1009.1400	1009.1500	1009.1600	1009.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	7.	0.	A
0.	0.	0.	1.	0.	0.	A
54.5306	57.0270	63.5643	64.7184	61.5193	57.8117	L
54.5306	55.9557	60.0864	61.7782	61.7277	61.2748	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
54.5306	55.9557	60.0864	61.7782	61.7277	61.2748	L
49.0000	49.0000	48.0000	50.0000	50.0000	52.0000	L
50.0000	51.0000	50.0000	51.0000	51.0000	53.0000	L
52.0000	53.0000	53.0000	53.0000	53.0000	55.0000	L
55.0000	56.0000	62.0000	61.0000	57.0000	60.0000	L
65.0000	65.0000	74.0000	74.0000	65.0000	68.0000	L
70.0000	72.0000	84.0000	86.0000	85.0000	73.0000	L
73.0000	87.0000	92.0000	96.0000	93.0000	75.0000	L
74.0000	91.0000	93.0000	98.0000	95.0000	76.0000	L
3.5232	4.6838	10.4634	10.8849	8.3803	3.9196	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1009.1800	1009.1900	1009.2000	1009.2100	1009.2200	1009.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
57.	32.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
62.9072	59.4977	58.9948	63.1309	59.1102	55.5711	L
61.5491	61.3397	61.1336	61.3801	61.3801	61.3801	L
00.0000	00.0000	00.0000	00.0000	59.1102	57.6916	L
61.5491	61.3397	61.1336	61.3801	62.9881	63.2727	L
51.0000	51.0000	48.0000	51.0000	50.0000	50.0000	L
52.0000	54.0000	49.0000	52.0000	51.0000	51.0000	L
54.0000	56.0000	52.0000	53.0000	52.0000	53.0000	L
60.0000	62.0000	58.0000	56.0000	55.0000	56.0000	L
69.0000	70.0000	71.0000	69.0000	64.0000	63.0000	L
84.0000	74.0000	79.0000	86.0000	75.0000	74.0000	L
95.0000	76.0000	85.0000	94.0000	91.0000	82.0000	L
99.0000	76.0000	87.0000	97.0000	93.0000	83.0000	L
8.4442	4.3545	7.3939	9.9538	6.6766	3.6925	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1010.0000	1010.0100	1010.0200	1010.0300	1010.0400	1010.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.7613	53.1948	51.9066	55.3877	54.5628	52.7226	L
61.3801	61.3801	61.3801	61.3801	61.3801	61.3801	L
58.0782	57.2753	56.6106	56.4293	56.2069	55.8966	L
64.0474	63.9918	63.8800	63.9912	64.0270	63.9639	L
50.0000	49.0000	48.0000	48.0000	48.0000	49.0000	L
51.0000	49.0000	48.0000	49.0000	49.0000	50.0000	L
52.0000	50.0000	50.0000	50.0000	50.0000	52.0000	L
58.0000	52.0000	52.0000	56.0000	53.0000	54.0000	L
70.0000	56.0000	56.0000	67.0000	64.0000	58.0000	L
79.0000	76.0000	65.0000	74.0000	74.0000	66.0000	L
82.0000	77.0000	81.0000	78.0000	81.0000	70.0000	L
84.0000	79.0000	84.0000	80.0000	83.0000	73.0000	L
6.7525	3.0908	2.6446	5.2218	4.8673	1.9965	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1010.0600	1010.0700	1010.0800	1010.0900	1010.1000	1010.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	5.	109.	36.	A
0.	0.	0.	0.	0.	0.	A
62.4939	60.7845	59.7662	56.1505	55.3043	58.4281	L
61.3801	61.3292	61.2184	60.9820	60.7496	60.6280	L
57.3469	57.3469	57.3469	57.3469	57.3469	57.3469	L
65.1781	65.0376	64.8898	64.7153	64.5448	64.4059	L
51.0000	53.0000	52.0000	49.0000	47.0000	47.0000	L
52.0000	54.0000	54.0000	51.0000	48.0000	46.0000	L
54.0000	56.0000	56.0000	53.0000	50.0000	51.0000	L
56.0000	59.0000	61.0000	58.0000	57.0000	58.0000	L
68.0000	66.0000	69.0000	65.0000	66.0000	70.0000	L
87.0000	83.0000	77.0000	72.0000	73.0000	78.0000	L
91.0000	89.0000	83.0000	80.0000	76.0000	87.0000	L
93.0000	95.0000	89.0000	84.0000	76.0000	88.0000	L
8.9853	5.0372	4.3994	3.8877	5.5722	7.7555	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

567.0000000	
9681.00	
1010.1230	A
120.	B
10.	C
60.00	D
30.00	E
24.	F

9681.00						
0.	0.	0.	0.	0.	0.	J
1010.1230	1010.1300	1010.1400	1010.1500	1010.1600	1010.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	110.	0.	9.	1152.	0.	A
0.	0.	0.	0.	0.	0.	A
58.9219	55.6176	57.9958	58.3080	57.0207	60.6094	L
58.9219	57.5767	57.7209	57.8753	57.7173	58.3533	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
58.9219	57.5767	57.7209	57.8753	57.7173	58.3533	L
48.0000	46.0000	48.0000	50.0000	48.0000	50.0000	L
49.0000	48.0000	50.0000	52.0000	50.0000	51.0000	L
51.0000	51.0000	53.0000	55.0000	52.0000	53.0000	L
58.0000	54.0000	59.0000	59.0000	60.0000	58.0000	L
71.0000	62.0000	68.0000	69.0000	68.0000	71.0000	L
80.0000	70.0000	79.0000	76.0000	72.0000	82.0000	L
84.0000	89.0000	80.0000	78.0000	74.0000	88.0000	L
85.0000	92.0000	81.0000	79.0000	75.0000	94.0000	L
7.7762	5.4184	5.6341	4.7253	5.6086	7.5960	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1010.1800	1010.1900	1010.2000	1010.2100	1010.2200	1010.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
62.4760	62.7162	66.3841	57.5441	60.4608	65.3982	L
59.2392	59.8588	61.2830	61.0248	61.0248	61.0248	L
00.0000	00.0000	00.0000	00.0000	60.4608	63.5964	L
59.2392	59.8588	61.2830	61.0248	63.3483	66.8753	L
50.0000	49.0000	50.0000	50.0000	50.0000	51.0000	L
51.0000	50.0000	51.0000	51.0000	51.0000	52.0000	L
53.0000	53.0000	53.0000	53.0000	54.0000	54.0000	L
59.0000	62.0000	56.0000	55.0000	57.0000	58.0000	L
68.0000	73.0000	67.0000	61.0000	67.0000	68.0000	L
83.0000	81.0000	91.0000	75.0000	84.0000	90.0000	L
94.0000	92.0000	96.0000	90.0000	90.0000	94.0000	L
99.0000	94.0000	98.0000	94.0000	90.0000	97.0000	L
9.3990	9.6355	13.0207	4.8076	7.0815	10.9321	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1011.0000	1011.0100	1011.0200	1011.0300	1011.0400	1011.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
68.1652	54.1050	68.8100	67.9393	52.2083	53.5231	L
61.0248	61.0248	61.0248	61.0248	61.0248	61.0248	L
65.6946	64.5444	65.7962	66.2350	65.5941	65.0525	L
69.7942	69.5516	71.3052	72.1881	71.9520	71.7403	L
50.0000	50.0000	50.0000	49.0000	49.0000	49.0000	L
52.0000	51.0000	51.0000	50.0000	49.0000	50.0000	L
55.0000	53.0000	52.0000	52.0000	51.0000	51.0000	L
59.0000	56.0000	55.0000	56.0000	54.0000	55.0000	L
81.0000	61.0000	76.0000	66.0000	59.0000	62.0000	L
92.0000	66.0000	93.0000	93.0000	65.0000	70.0000	L
95.0000	68.0000	96.0000	97.0000	67.0000	76.0000	L
97.0000	70.0000	96.0000	99.0000	67.0000	79.0000	L
13.3014	2.3490	16.1464	15.6315	2.3277	3.2054	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1011.0600	1011.0700	1011.0800	1011.0900	1011.1000	1011.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
64.5541	66.5199	61.5898	58.9355	63.2458	62.0424	L
61.0248	61.9284	61.9012	61.7326	61.8600	61.8724	L
64.9999	64.9999	64.9999	64.9999	64.9999	64.9999	L
71.9438	71.7861	71.5949	71.4041	71.2411	71.0789	L
50.0000	53.0000	51.0000	49.0000	47.0000	49.0000	L
51.0000	54.0000	52.0000	51.0000	49.0000	51.0000	L
53.0000	56.0000	55.0000	53.0000	52.0000	52.0000	L
56.0000	61.0000	62.0000	61.0000	64.0000	60.0000	L
67.0000	74.0000	74.0000	71.0000	73.0000	73.0000	L
89.0000	90.0000	79.0000	76.0000	85.0000	83.0000	L
93.0000	96.0000	85.0000	78.0000	90.0000	90.0000	L
94.0000	101.0000	88.0000	79.0000	90.0000	93.0000	L
11.5363	10.2230	7.0582	6.0919	10.8486	9.3399	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

9681.00	
9681.00	
1011.1235	A
120.	B
10.	C
60.00	D
25.00	E
66.	F
9681.00	

0.	0.	0.	0.	0.	0.	J
1011.1235	1011.1300	1011.1400	1011.1500	1011.1600	1011.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
14800.	35800.	35800.	35800.	35800.	35800.	A
116.	666.	1210.	25.	0.	7.	A
0.	0.	0.	0.	0.	0.	A
56.2697	59.6361	61.2167	63.0980	59.8056	59.6753	L
56.2697	58.2713	59.4883	60.7072	60.5412	60.4084	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
56.2697	58.2713	59.4883	60.7072	60.5412	60.4084	L
51.0000	52.0000	55.0000	54.0000	53.0000	54.0000	L
53.0000	54.0000	57.0000	55.0000	54.0000	56.0000	L
55.0000	56.0000	59.0000	58.0000	56.0000	58.0000	L
58.0000	60.0000	62.0000	63.0000	60.0000	61.0000	L
64.0000	71.0000	71.0000	74.0000	71.0000	68.0000	L
69.0000	76.0000	79.0000	82.0000	78.0000	75.0000	L
76.0000	81.0000	81.0000	87.0000	83.0000	79.0000	L
78.0000	86.0000	82.0000	93.0000	83.0000	81.0000	L
2.4209	4.4167	3.4533	6.0218	4.4797	2.7881	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1011.1800	1011.1900	1011.2000	1011.2100	1011.2200	1011.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	54.	22.	6.	0.	A
0.	0.	0.	0.	0.	0.	A
61.9777	60.5682	63.7539	56.0554	60.5325	54.3284	L
60.6704	60.6577	61.1326	60.8224	60.8224	60.8224	L
00.0000	00.0000	00.0000	00.0000	60.5325	58.4552	L
60.6704	60.6577	61.1326	60.8224	63.2762	63.3743	L
53.0000	53.0000	51.0000	52.0000	51.0000	49.0000	L
55.0000	54.0000	53.0000	53.0000	53.0000	51.0000	L
57.0000	56.0000	55.0000	55.0000	55.0000	52.0000	L
62.0000	61.0000	60.0000	58.0000	58.0000	56.0000	L
74.0000	72.0000	74.0000	64.0000	66.0000	63.0000	L
80.0000	77.0000	86.0000	68.0000	78.0000	67.0000	L
86.0000	80.0000	93.0000	72.0000	91.0000	72.0000	L
87.0000	80.0000	93.0000	73.0000	93.0000	76.0000	L
5.7980	5.3307	8.6376	2.5655	6.1316	2.9306	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1012.0000	1012.0100	1012.0200	1012.0300	1012.0400	1012.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35600.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.9215	51.8735	71.3968	49.7400	62.4880	61.0543	L
60.8224	60.8224	60.8224	60.8224	60.8224	60.8224	L
58.6162	57.6631	65.0864	64.3199	64.1009	63.8182	L
64.1625	64.0336	70.6290	70.3722	70.5297	70.5606	L
49.0000	48.0000	47.0000	44.0000	45.0000	47.0000	L
50.0000	49.0000	48.0000	45.0000	46.0000	48.0000	L
52.0000	50.0000	50.0000	48.0000	47.0000	49.0000	L
55.0000	53.0000	55.0000	51.0000	52.0000	53.0000	L
74.0000	60.0000	84.0000	57.0000	62.0000	60.0000	L
77.0000	64.0000	95.0000	69.0000	84.0000	85.0000	L
81.0000	72.0000	97.0000	72.0000	96.0000	93.0000	L
85.0000	76.0000	100.0000	73.0000	98.0000	95.0000	L
7.3471	2.4507	20.3618	2.9203	14.6484	11.4738	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1012.0600	1012.0700	1012.0800	1012.0900	1012.1000	1012.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
50.1003	54.8284	63.9689	58.9086	62.5495	57.9647	L
60.8224	60.5164	62.2779	62.0937	62.1279	61.9456	L
63.3297	63.3297	63.3297	63.3297	63.3297	63.3297	L
70.3474	70.1310	70.0822	69.8959	69.7391	69.5668	L
46.0000	47.0000	48.0000	47.0000	49.0000	50.0000	L
47.0000	48.0000	49.0000	49.0000	50.0000	52.0000	L
49.0000	49.0000	52.0000	51.0000	53.0000	54.0000	L
51.0000	54.0000	62.0000	59.0000	62.0000	58.0000	L
58.0000	65.0000	77.0000	71.0000	70.0000	70.0000	L
65.0000	75.0000	93.0000	76.0000	81.0000	77.0000	L
67.0000	78.0000	97.0000	85.0000	95.0000	79.0000	L
68.0000	85.0000	100.0000	92.0000	98.0000	80.0000	L
2.5121	5.5937	16.4329	7.7299	9.5414	4.9049	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1012.1200	1012.1300	1012.1400	1012.1500	1012.1600	1012.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
63.0153	57.3883	57.2833	58.7193	64.8243	72.7191	L
62.0208	57.3883	57.3361	57.8477	60.8498	66.7334	L
63.3297	00.0000	00.0000	00.0000	00.0000	00.0000	L
69.4294	57.3883	57.3361	57.8477	60.8498	66.7334	L
51.0000	49.0000	50.0000	52.0000	50.0000	48.0000	L
52.0000	50.0000	51.0000	53.0000	51.0000	49.0000	L
54.0000	52.0000	53.0000	55.0000	53.0000	51.0000	L
64.0000	57.0000	57.0000	59.0000	64.0000	62.0000	L
76.0000	70.0000	68.0000	70.0000	74.0000	87.0000	L
80.0000	76.0000	75.0000	75.0000	87.0000	95.0000	L
83.0000	79.0000	83.0000	78.0000	93.0000	97.0000	L
84.0000	80.0000	83.0000	79.0000	94.0000	98.0000	L
8.6251	5.8281	4.9607	4.4997	10.7659	20.5912	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

57.0000000					
9681.00					
9691.00					
1012.2225	A				
120.	B				
10.	C				
60.00	D				
35.00	E				
9681.00					
0.	0.	0.	0.	0.	0.
1012.2225	1012.2300	1013.0000	1013.0100	1013.0200	1013.0300
10.	10.	10.	10.	10.	10.
120.	120.	120.	120.	120.	120.
20800.	35800.	35800.	35800.	35800.	35800.
0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.
59.8928	51.4310	51.8289	67.4989	55.6060	54.6722
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000
59.8928	57.4610	56.2566	62.3610	61.6152	60.9956
69.8928	67.4610	66.2566	72.3610	71.6152	70.9956
48.0000	48.0000	47.0000	46.0000	45.0000	46.0000
49.0000	48.0000	48.0000	47.0000	46.0000	48.0000
51.0000	49.0000	50.0000	50.0000	48.0000	50.0000
60.0000	52.0000	53.0000	52.0000	57.0000	57.0000
73.0000	61.0000	59.0000	67.0000	66.0000	64.0000
78.0000	64.0000	62.0000	92.0000	76.0000	69.0000
79.0000	68.0000	80.0000	97.0000	79.0000	80.0000
80.0000	70.0000	83.0000	97.0000	80.0000	82.0000
8.2679	2.8162	2.7755	17.9192	7.5386	5.1225

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1013.0400	1013.0500	1013.0600	1013.0700	1013.0800	1013.0900	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
50.4641	51.8967	56.9302	54.1889	68.8691	66.3490	L
00.0000	00.0000	00.0000	54.1889	66.0042	66.1222	L
60.3897	59.8967	59.6510	59.6510	59.6510	59.6510	L
70.3897	69.8967	69.6510	69.2071	69.1775	69.0007	L
46.0000	46.0000	49.0000	50.0000	48.0000	43.0000	L
47.0000	47.0000	50.0000	50.0000	50.0000	46.0000	L
49.0000	49.0000	52.0000	52.0000	53.0000	53.0000	L
51.0000	52.0000	56.0000	56.0000	58.0000	61.0000	L
56.0000	62.0000	66.0000	62.0000	79.0000	73.0000	L
66.0000	67.0000	76.0000	72.0000	92.0000	87.0000	L
76.0000	77.0000	84.0000	75.0000	98.0000	100.0000	L
77.0000	79.0000	84.0000	76.0000	101.0000	102.0000	L
2.3023	3.6465	5.5300	2.9676	15.9957	14.2054	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1013.1000	1013.1100	1013.1200	1013.1300	1013.1400	1013.1500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	240.	133.	99.	A
0.	0.	0.	0.	0.	0.	A
70.6848	67.7235	55.5687	62.6388	67.3079	58.1460	L
67.7801	67.7688	67.0290	66.6153	66.7081	66.2716	L
59.6510	59.6510	59.6510	59.6510	59.6510	59.6510	L
69.1561	69.0681	68.7823	68.5718	68.5068	68.2820	L
43.0000	44.0000	44.0000	49.0000	49.0000	48.0000	L
44.0000	45.0000	47.0000	51.0000	50.0000	50.0000	L
48.0000	49.0000	50.0000	54.0000	53.0000	53.0000	L
58.0000	58.0000	58.0000	57.0000	59.0000	59.0000	L
79.0000	70.0000	68.0000	66.0000	72.0000	69.0000	L
92.0000	91.0000	71.0000	86.0000	91.0000	76.0000	L
100.0000	99.0000	75.0000	91.0000	98.0000	84.0000	L
107.0000	101.0000	77.0000	92.0000	100.0000	91.0000	L
21.8557	18.1261	6.3682	9.1158	13.7260	6.2554	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denyer, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1013.1600	1013.1700	1013.1800	1013.1900	1013.2000	1013.2100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
75.	0.	0.	0.	129.	8.	A
0.	0.	0.	0.	0.	0.	A
57.5850	55.3133	57.6033	57.0654	56.7767	53.9485	L
65.8788	65.5028	65.1885	64.8963	64.6257	64.3525	L
59.6510	59.6510	59.6510	59.6510	59.6510	59.6510	L
68.0677	67.8571	67.6656	67.4615	67.3052	67.1291	L
47.0000	48.0000	47.0000	49.0000	49.0000	48.0000	L
49.0000	49.0000	49.0000	50.0000	50.0000	50.0000	L
51.0000	51.0000	50.0000	52.0000	52.0000	52.0000	L
57.0000	56.0000	57.0000	57.0000	59.0000	56.0000	L
69.0000	68.0000	70.0000	69.0000	68.0000	62.0000	L
78.0000	73.0000	74.0000	74.0000	72.0000	69.0000	L
82.0000	75.0000	85.0000	76.0000	73.0000	74.0000	L
85.0000	75.0000	87.0000	77.0000	73.0000	75.0000	L
6.7571	5.0517	7.2332	5.1766	5.1275	3.0700	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1013.2200	1013.2300	1014.0000	1014.0100	1014.0200	1014.0300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
625.	2041.	1887.	175.	60.	0.	A
0.	0.	0.	0.	0.	0.	A
54.8208	55.6444	54.6850	52.6678	54.7722	56.2824	L
64.3525	00.0000	00.0000	00.0000	00.0000	00.0000	L
59.3493	55.6444	55.1912	54.5012	54.5706	54.9712	L
67.0569	65.6444	65.1912	64.5012	64.5706	64.9712	L
48.0000	48.0000	49.0000	47.0000	47.0000	47.0000	L
50.0000	49.0000	51.0000	49.0000	49.0000	49.0000	L
53.0000	52.0000	53.0000	52.0000	52.0000	54.0000	L
57.0000	58.0000	57.0000	55.0000	57.0000	59.0000	L
63.0000	66.0000	61.0000	58.0000	63.0000	64.0000	L
68.0000	70.0000	67.0000	63.0000	69.0000	70.0000	L
72.0000	78.0000	72.0000	66.0000	75.0000	74.0000	L
74.0000	80.0000	76.0000	71.0000	77.0000	74.0000	L
3.4736	4.4578	2.8678	2.4911	3.9389	4.3360	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM
Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	J
1014.0400	1014.0500	1014.0600	1014.0700	H
10.	10.	10.	10.	C
120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	A
0.	0.	0.	0.	A
54.6697	52.9976	53.3789	60.4561	L
00.0000	00.0000	00.0000	60.4561	L
54.9223	54.6943	54.5501	54.5501	L
64.9223	64.6943	64.5501	64.2451	L
47.0000	47.0000	47.0000	48.0000	L
49.0000	49.0000	48.0000	49.0000	L
52.0000	52.0000	50.0000	51.0000	L
56.0000	55.0000	54.0000	58.0000	L
64.0000	59.0000	64.0000	66.0000	L
71.0000	63.0000	71.0000	84.0000	L
81.0000	65.0000	74.0000	90.0000	L
82.0000	68.0000	74.0000	91.0000	L
4.1159	2.5838	3.8789	8.8984	D

SITE X-5

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

9681.00						
9681.00						
1014.1810	A					
120.	B					
10.	C					
60.00	D					
50.00	E					
18.	F					
9681.00						
0.	0.	0.	0.	0.	0.	J
1014.1810	1014.1900	1014.2000	1014.2100	1014.2200	1014.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
29800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
56.4219	59.7255	65.0048	57.6352	60.0314	62.4173	L
56.4219	58.3806	61.8024	61.0750	61.0750	61.0750	L
00.0000	00.0000	00.0000	00.0000	60.0314	61.3862	L
56.4219	58.3806	61.8024	61.0750	64.8275	67.3564	L
48.0000	52.0000	55.0000	54.0000	56.0000	56.0000	L
50.0000	53.0000	56.0000	55.0000	58.0000	57.0000	L
55.0000	56.0000	58.0000	57.0000	59.0000	59.0000	L
58.0000	60.0000	63.0000	59.0000	61.0000	62.0000	L
65.0000	69.0000	76.0000	63.0000	66.0000	73.0000	L
70.0000	80.0000	83.0000	68.0000	74.0000	81.0000	L
73.0000	81.0000	89.0000	80.0000	83.0000	83.0000	L
74.0000	81.0000	94.0000	84.0000	86.0000	83.0000	L
3.8885	4.4126	7.2780	1.7840	1.9528	4.2362	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1015.0000	1015.0100	1015.0200	1015.0300	1015.0400	1015.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.5241	59.5846	67.2565	60.3934	59.4584	58.3658	L
61.0750	61.0750	61.0750	61.0750	61.0750	61.0750	L
60.6244	60.3869	62.8733	62.5464	62.2186	61.8870	L
67.5437	67.8578	70.5444	70.5295	70.4423	70.3026	L
54.0000	53.0000	56.0000	56.0000	55.0000	55.0000	L
56.0000	55.0000	57.0000	57.0000	57.0000	56.0000	L
58.0000	57.0000	59.0000	58.0000	59.0000	57.0000	L
60.0000	59.0000	62.0000	60.0000	61.0000	60.0000	L
62.0000	64.0000	79.0000	70.0000	63.0000	64.0000	L
71.0000	71.0000	89.0000	78.0000	68.0000	68.0000	L
78.0000	89.0000	91.0000	81.0000	86.0000	82.0000	L
79.0000	96.0000	92.0000	82.0000	87.0000	85.0000	L
1.8266	3.0887	8.3809	2.8256	1.8777	2.0900	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1015.0600	1015.0700	1015.0800	1015.0900	1015.1000	1015.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	45.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
62.0235	66.2236	62.0921	59.1193	59.2433	61.8222	L
61.0750	62.7020	62.6061	62.2494	61.9694	61.9533	L
61.9024	61.9024	61.9024	61.9024	61.9024	61.9024	L
70.4621	70.2643	70.0117	69.7549	69.5157	69.3107	L
57.0000	58.0000	57.0000	54.0000	53.0000	50.0000	L
58.0000	59.0000	58.0000	55.0000	54.0000	52.0000	L
60.0000	61.0000	60.0000	57.0000	56.0000	54.0000	L
63.0000	64.0000	62.0000	61.0000	59.0000	59.0000	L
71.0000	77.0000	72.0000	68.0000	70.0000	65.0000	L
76.0000	87.0000	81.0000	72.0000	77.0000	72.0000	L
86.0000	91.0000	82.0000	77.0000	81.0000	95.0000	L
87.0000	92.0000	84.0000	86.0000	82.0000	102.0000	L
3.1258	5.7738	3.2733	2.7877	4.0124	7.5274	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

567.0000000						
9681.00						
1015.1230						A
120.						B
10.						C
60.00						D
30.00						E
24.						F
9681.00						
0.	0.	0.	0.	0.	0.	J
1015.1230	1015.1300	1015.1400	1015.1500	1015.1600	1015.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
56.3733	55.2728	55.1704	59.2063	64.5940	63.3063	L
56.3733	55.8578	55.6406	56.8404	59.8340	60.6406	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
56.3733	55.8578	55.6406	56.8404	59.8340	60.6406	L
49.0000	49.0000	48.0000	48.0000	46.0000	48.0000	L
50.0000	50.0000	50.0000	50.0000	48.0000	49.0000	L
52.0000	52.0000	53.0000	53.0000	52.0000	52.0000	L
59.0000	55.0000	58.0000	59.0000	64.0000	62.0000	L
68.0000	66.0000	64.0000	69.0000	78.0000	76.0000	L
70.0000	68.0000	69.0000	81.0000	85.0000	83.0000	L
72.0000	83.0000	74.0000	82.0000	88.0000	85.0000	L
72.0000	89.0000	79.0000	83.0000	89.0000	88.0000	L
4.8448	4.2349	3.8793	6.8148	12.5870	11.1744	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1015.1800	1015.1900	1015.2000	1015.2100	1015.2200	1015.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
63.5181	60.0042	63.0476	60.5257	61.6160	63.2377	L
61.1877	61.0562	61.3282	61.2543	61.2543	61.2543	L
00.0000	00.0000	00.0000	00.0000	61.6160	62.5021	L
61.1877	61.0562	61.3282	61.2543	64.0353	66.1041	L
50.0000	56.0000	57.0000	57.0000	58.0000	58.0000	L
52.0000	57.0000	58.0000	58.0000	59.0000	59.0000	L
56.0000	58.0000	59.0000	59.0000	60.0000	60.0000	L
62.0000	61.0000	61.0000	60.0000	62.0000	63.0000	L
75.0000	67.0000	76.0000	67.0000	70.0000	73.0000	L
84.0000	76.0000	81.0000	79.0000	73.0000	81.0000	L
86.0000	82.0000	90.0000	83.0000	82.0000	85.0000	L
87.0000	83.0000	92.0000	84.0000	84.0000	86.0000	L
8.5548	2.5842	4.1973	2.4339	2.4231	3.7171	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1016.0000	1016.0100	1016.0200	1016.0300	1016.0400	1016.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
60.2473	62.2225	61.6776	62.5826	60.8081	67.9491	L
61.2543	61.2543	61.2543	61.2543	61.2543	61.2543	L
61.8723	61.9625	61.9070	62.0272	61.8726	63.2760	L
66.6070	67.3582	67.8254	68.3346	68.5264	70.0823	L
57.0000	57.0000	57.0000	58.0000	58.0000	58.0000	L
58.0000	58.0000	58.0000	59.0000	59.0000	59.0000	L
60.0000	60.0000	60.0000	61.0000	60.0000	60.0000	L
61.0000	61.0000	64.0000	62.0000	62.0000	62.0000	L
65.0000	74.0000	69.0000	72.0000	66.0000	79.0000	L
73.0000	80.0000	73.0000	79.0000	70.0000	92.0000	L
78.0000	82.0000	80.0000	82.0000	74.0000	93.0000	L
80.0000	84.0000	83.0000	87.0000	75.0000	95.0000	L
1.7126	3.3606	2.6263	2.7980	1.4617	7.9165	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1016.0600	1016.0700	1016.0800	1016.0900	1016.1000	1016.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
63.2169	65.9673	60.9935	60.3365	56.5560	58.1565	L
61.2543	61.9665	61.8932	61.7914	61.5685	61.4080	L
63.2695	63.2695	63.2695	63.2695	63.2695	63.2695	L
70.3177	70.1781	69.9923	69.8126	69.6288	69.4574	L
59.0000	59.0000	54.0000	52.0000	50.0000	49.0000	L
60.0000	60.0000	55.0000	53.0000	51.0000	50.0000	L
61.0000	62.0000	58.0000	55.0000	53.0000	53.0000	L
64.0000	64.0000	61.0000	59.0000	57.0000	57.0000	L
70.0000	80.0000	68.0000	71.0000	65.0000	71.0000	L
80.0000	85.0000	83.0000	81.0000	75.0000	73.0000	L
85.0000	86.0000	86.0000	82.0000	85.0000	76.0000	L
86.0000	89.0000	87.0000	82.0000	86.0000	77.0000	L
2.6263	4.9186	4.1632	5.7108	4.1735	5.9164	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

567.0000000					
567.0000000					
9681.00					
1016.1300					A
120.					B
10.					C
60.00					D
60.00					E
23.					F
9681.00					
0.	0.	0.	0.	0.	J
1016.1300	1016.1400	1016.1500	1016.1600	1016.1700	H
10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	A
62.6593	57.4405	60.9297	57.8655	54.2974	L
62.6593	60.7908	60.8376	60.2631	59.5606	L
00.0000	00.0000	00.0000	00.0000	00.0000	L
62.6593	60.7908	60.8376	60.2631	59.5606	L
50.0000	49.0000	48.0000	45.0000	44.0000	L
51.0000	50.0000	50.0000	47.0000	46.0000	L
54.0000	52.0000	52.0000	50.0000	50.0000	L
62.0000	60.0000	62.0000	59.0000	56.0000	L
75.0000	68.0000	73.0000	69.0000	64.0000	L
81.0000	75.0000	81.0000	79.0000	67.0000	L
84.0000	78.0000	83.0000	82.0000	63.0000	L
84.0000	85.0000	85.0000	82.0000	83.0000	L
8.7032	5.3655	8.7836	8.2244	5.6191	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

367.0000000						
9681.00						
1016.2035						
120.						
10.						
60.00						
25.00						
40.						
9681.00						
0.	A B C D E F 0.	0.	0.	0.	0.	J
1016.2035	1016.2100	1016.2200	1016.2300	1017.0000	1017.0100	H
10.	10.	10.	10.	10.	10.	O
120.	120.	120.	120.	120.	120.	B
14800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.0143	60.7305	61.5802	61.3855	59.3148	58.0177	L
58.0143	59.5814	59.5814	59.5814	59.5814	59.5814	L
00.0000	00.0000	61.5802	61.4839	60.8739	60.3163	L
58.0143	59.5814	67.3252	68.7452	68.8652	68.7350	L
54.0000	55.0000	56.0000	57.0000	56.0000	55.0000	L
55.0000	57.0000	58.0000	58.0000	57.0000	56.0000	L
58.0000	59.0000	59.0000	60.0000	58.0000	57.0000	L
59.0000	63.0000	62.0000	62.0000	61.0000	59.0000	L
61.0000	67.0000	72.0000	72.0000	65.0000	63.0000	L
68.0000	72.0000	76.0000	76.0000	73.0000	72.0000	L
72.0000	77.0000	79.0000	79.0000	77.0000	78.0000	L
72.0000	84.0000	80.0000	82.0000	80.0000	81.0000	L
1.7598	2.9602	3.0074	2.8437	1.9969	1.7639	U

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1017.0200	1017.0300	1017.0400	1017.0500	1017.0600	1017.0700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
61.1555	62.2256	60.1572	60.6804	62.8373	63.7403	L
59.5814	59.5814	59.5814	59.5814	59.5814	61.4430	L
60.4976	60.5377	60.7468	60.7385	61.0235	61.0285	L
69.1748	69.6953	69.7492	69.8518	70.2256	69.9355	L
57.0000	55.0000	55.0000	56.0000	60.0000	59.0000	L
58.0000	57.0000	56.0000	58.0000	60.0000	60.0000	L
59.0000	59.0000	58.0000	60.0000	61.0000	61.0000	L
62.0000	61.0000	61.0000	62.0000	63.0000	66.0000	L
69.0000	75.0000	70.0000	65.0000	70.0000	73.0000	L
79.0000	79.0000	74.0000	72.0000	79.0000	79.0000	L
81.0000	82.0000	77.0000	75.0000	82.0000	80.0000	L
87.0000	87.0000	77.0000	79.0000	83.0000	82.0000	L
2.6113	4.2723	3.3003	1.8268	2.1580	3.3908	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	J
1017.0800	1017.0900	1017.1000	H
10.	10.	10.	C
120.	120.	120.	B
35800.	35800.	35800.	A
0.	0.	0.	A
0.	0.	0.	A
65.7367	59.4804	61.2581	L
62.9717	62.4632	62.2842	L
61.0285	61.0285	61.0285	L
69.7234	69.4330	69.1803	L
56.0000	54.0000	52.0000	L
57.0000	55.0000	53.0000	L
59.0000	57.0000	56.0000	L
64.0000	61.0000	62.0000	L
81.0000	69.0000	70.0000	L
85.0000	77.0000	84.0000	L
87.0000	80.0000	87.0000	L
87.0000	81.0000	88.0000	L
7.1043	3.1443	5.8926	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

567.0000000						
9681.00						
1017.1240						A
120.						B
10.						C
60.00						D
20.00						E
48.						F
9681.00						
0.	0.	0.	0.	0.	0.	J
1017.1240	1017.1300	1017.1400	1017.1500	1017.1600	1017.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
11800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
54.0574	56.1351	61.5445	63.9713	58.5083	60.2074	L
54.0574	55.2194	58.4350	60.5953	60.2506	60.2434	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
54.0574	55.2194	58.4350	60.5953	60.2506	60.2434	L
50.0000	48.0000	50.0000	49.0000	47.0000	45.0000	L
51.0000	51.0000	51.0000	51.0000	48.0000	46.0000	L
52.0000	53.0000	53.0000	54.0000	51.0000	49.0000	L
57.0000	58.0000	59.0000	62.0000	58.0000	58.0000	L
62.0000	66.0000	75.0000	79.0000	70.0000	72.0000	L
64.0000	71.0000	80.0000	84.0000	80.0000	81.0000	L
65.0000	74.0000	82.0000	86.0000	82.0000	83.0000	L
69.0000	77.0000	86.0000	86.0000	83.0000	84.0000	L
2.6033	4.2061	8.4762	10.0060	7.9044	10.7557	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1017.1800	1017.1900	1017.2000	1017.2100	1017.2200	1017.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
63.5386	61.9633	61.5768	60.5633	60.8378	63.4794	L
60.8963	61.0457	61.1080	61.0565	61.0565	61.0565	L
00.0000	00.0000	00.0000	00.0000	60.8378	62.3565	L
60.8963	61.0457	61.1080	61.0565	63.5449	65.9442	L
51.0000	55.0000	58.0000	58.0000	57.0000	58.0000	L
53.0000	58.0000	59.0000	59.0000	58.0000	59.0000	L
57.0000	59.0000	60.0000	60.0000	59.0000	60.0000	L
61.0000	63.0000	62.0000	62.0000	60.0000	63.0000	L
76.0000	72.0000	66.0000	64.0000	69.0000	72.0000	L
84.0000	78.0000	79.0000	71.0000	76.0000	78.0000	L
85.0000	84.0000	88.0000	76.0000	79.0000	91.0000	L
86.0000	85.0000	91.0000	79.0000	81.0000	93.0000	L
7.8624	3.5389	2.2440	1.2454	2.5845	3.6666	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1018.0000	1018.0100	1018.0200	1018.0300	1018.0400	1018.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
60.5790	60.1913	61.3092	62.7442	58.8423	60.7135	L
61.0565	61.0565	61.0565	61.0565	61.0565	61.0565	L
61.6408	61.4834	61.4491	61.6936	61.3842	61.3058	L
66.5388	66.9297	67.4067	68.0179	68.0709	68.2685	L
56.0000	56.0000	58.0000	55.0000	54.0000	57.0000	L
58.0000	57.0000	59.0000	57.0000	56.0000	58.0000	L
60.0000	59.0000	60.0000	59.0000	58.0000	60.0000	L
62.0000	61.0000	62.0000	62.0000	60.0000	61.0000	L
65.0000	67.0000	68.0000	76.0000	65.0000	66.0000	L
71.0000	69.0000	72.0000	80.0000	68.0000	76.0000	L
78.0000	82.0000	85.0000	81.0000	71.0000	84.0000	L
82.0000	86.0000	90.0000	82.0000	75.0000	86.0000	L
1.8277	2.0854	2.0000	4.2798	2.0232	2.0890	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1018.0600	1018.0700	1018.0800	1018.0900	1018.1000	1018.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
62.6972	62.8133	66.1820	62.0169	60.4465	59.6102	L
61.0565	61.2490	61.9537	61.9586	61.8664	61.7475	L
61.4843	61.4843	61.4843	61.4843	61.4843	61.4843	L
68.6558	68.4922	68.4060	68.2512	68.0908	67.9327	L
59.0000	57.0000	56.0000	54.0000	53.0000	51.0000	L
60.0000	59.0000	58.0000	55.0000	54.0000	52.0000	L
61.0000	61.0000	60.0000	59.0000	57.0000	55.0000	L
64.0000	64.0000	62.0000	64.0000	63.0000	60.0000	L
70.0000	74.0000	81.0000	72.0000	71.0000	70.0000	L
78.0000	78.0000	86.0000	77.0000	75.0000	74.0000	L
79.0000	79.0000	88.0000	79.0000	80.0000	88.0000	L
79.0000	79.0000	92.0000	79.0000	85.0000	91.0000	L
2.1438	3.3104	6.9182	4.5561	4.7224	5.2807	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

567.0000000						
9681.00						
1018.1230	A					
120.	B					
10.	C					
60.00	D					
30.00	E					
72.	F					
9681.00						
0.	0.	0.	0.	0.	0.	J
1018.1230	1018.1300	1018.1400	1018.1500	1018.1600	1018.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
17800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
55.3031	57.0302	56.6923	69.2778	62.5249	61.0301	L
55.3031	56.2519	56.4038	63.8822	63.6426	63.3024	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
55.3031	56.2519	56.4038	63.8822	63.6426	63.3024	L
50.0000	50.0000	49.0000	52.0000	47.0000	50.0000	L
51.0000	51.0000	50.0000	54.0000	49.0000	51.0000	L
53.0000	54.0000	55.0000	57.0000	52.0000	53.0000	L
58.0000	59.0000	59.0000	64.0000	59.0000	58.0000	L
64.0000	65.0000	65.0000	81.0000	77.0000	74.0000	L
69.0000	74.0000	71.0000	93.0000	82.0000	82.0000	L
76.0000	82.0000	78.0000	95.0000	85.0000	84.0000	L
76.0000	84.0000	81.0000	95.0000	87.0000	85.0000	L
3.5082	4.0201	3.9366	12.0299	10.4313	7.8378	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	J
1018.1800	H
10.	C
120.	B
35800.	A
0.	A
0.	A
59.8910	L
62.9510	L
00.0000	L
62.9510	L
52.0000	L
54.0000	L
57.0000	L
60.0000	L
69.0000	L
77.0000	L
88.0000	L
91.0000	L
4.3706	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

567.0000000						
9681.00						
1018.2145	A					
120.	B					
10.	C					
60.00	D					
15.00	E					
63.	F					
9681.00		0.	0.	0.	0.	0.	J
0.						
		1018.2200	1018.2300	1019.0000	1019.0100	1019.0200	H
1018.2145		10.	10.	10.	10.	10.	C
10.		120.	120.	120.	120.	120.	B
120.							
		35800.	35800.	35800.	35800.	35800.	A
8800.		0.	0.	0.	0.	0.	A
0.		0.	0.	0.	0.	0.	A
0.							
	60.2489	59.8214	57.4800	61.0189	57.5420	L
58.0683	58.0683	58.0683	58.0683	58.0683	58.0683	L
58.0683	60.2489	60.0404	59.3424	59.8260	59.4553	L
00.0000	67.4938	68.4152	68.1996	68.9287	68.7262	L
58.0683						
	54.0000	54.0000	55.0000	55.0000	54.0000	L
55.0000	55.0000	55.0000	56.0000	55.0000	55.0000	L
56.0000	57.0000	57.0000	57.0000	56.0000	57.0000	L
57.0000	60.0000	60.0000	59.0000	58.0000	59.0000	L
59.0000	72.0000	70.0000	62.0000	68.0000	62.0000	L
63.0000	79.0000	79.0000	68.0000	78.0000	68.0000	L
71.0000	81.0000	84.0000	76.0000	92.0000	79.0000	L
79.0000	85.0000	85.0000	78.0000	92.0000	83.0000	L
79.0000						
1.6358	3.8880	3.6629	1.4942	4.7267	1.8530	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1019.0300	1019.0400	1019.0500	1019.0600	1019.0700	1019.0800	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
63.6909	57.8054	59.8393	61.0107	63.0536	57.7726	L
58.0683	58.0683	58.0683	58.0683	61.2402	60.3607	L
60.5115	60.2138	60.1687	60.2708	60.2708	60.2708	L
69.8831	69.6716	69.6906	69.8422	69.5183	69.1667	L
54.0000	55.0000	57.0000	57.0000	57.0000	52.0000	L
55.0000	56.0000	57.0000	58.0000	58.0000	53.0000	L
57.0000	57.0000	59.0000	59.0000	59.0000	56.0000	L
60.0000	59.0000	62.0000	61.0000	62.0000	59.0000	L
77.0000	63.0000	64.0000	69.0000	73.0000	68.0000	L
83.0000	70.0000	72.0000	79.0000	83.0000	71.0000	L
86.0000	76.0000	82.0000	83.0000	87.0000	73.0000	L
86.0000	80.0000	89.0000	85.0000	89.0000	74.0000	L
6.9269	1.5013	2.0104	2.5610	4.3502	3.1660	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1019.0900	1019.1000	1019.1100	1019.1200	1019.1300	1019.1400	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
54.4982	52.7648	61.5501	54.3183	56.4752	51.8197	L
59.4713	58.7280	59.3445	58.8968	58.6583	58.2578	L
60.2708	60.2708	60.2708	60.2708	60.2708	60.2708	L
68.8314	68.5178	68.2801	68.0114	67.7672	67.5254	L
49.0000	47.0000	47.0000	46.0000	44.0000	43.0000	L
50.0000	48.0000	49.0000	48.0000	46.0000	44.0000	L
52.0000	51.0000	52.0000	50.0000	49.0000	47.0000	L
56.0000	55.0000	59.0000	56.0000	57.0000	53.0000	L
64.0000	60.0000	76.0000	65.0000	68.0000	63.0000	L
70.0000	66.0000	81.0000	70.0000	77.0000	69.0000	L
71.0000	73.0000	82.0000	75.0000	79.0000	73.0000	L
72.0000	78.0000	82.0000	81.0000	80.0000	74.0000	L
3.6165	3.1505	9.9331	4.9675	7.8792	5.3036	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-4; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1019.1500	1019.1600	1019.1700	1019.1800	1019.1900	1019.2000	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
60.0240	59.2128	68.6077	56.3091	60.6027	59.0443	L
58.4704	58.5434	61.0045	60.7780	60.7657	60.6699	L
60.2708	60.2708	60.2708	60.2708	60.2708	60.2708	L
67.3333	67.1456	67.2276	67.0423	66.8938	66.7399	L
43.0000	43.0000	43.0000	44.0000	54.0000	54.0000	L
44.0000	44.0000	44.0000	47.0000	55.0000	55.0000	L
46.0000	47.0000	48.0000	53.0000	57.0000	57.0000	L
55.0000	56.0000	59.0000	58.0000	62.0000	61.0000	L
75.0000	71.0000	81.0000	66.0000	71.0000	66.0000	L
80.0000	81.0000	93.0000	72.0000	76.0000	75.0000	L
83.0000	86.0000	96.0000	79.0000	82.0000	83.0000	L
83.0000	87.0000	96.0000	80.0000	83.0000	83.0000	L
13.1202	11.9530	19.8895	5.2739	4.3579	2.8912	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1019.2100	1019.2200	1019.2300	1020.0000	1020.0100	1020.0200	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
59.0217	59.9121	61.8319	58.6065	58.0296	64.4292	L
60.5833	00.0000	00.0000	00.0000	00.0000	00.0000	L
60.2708	59.9121	60.9772	60.3215	59.8518	61.2311	L
66.5931	69.9121	70.9772	70.3215	69.8518	71.2311	L
54.0000	53.0000	53.0000	51.0000	51.0000	53.0000	L
55.0000	54.0000	54.0000	53.0000	53.0000	54.0000	L
56.0000	56.0000	57.0000	56.0000	55.0000	55.0000	L
59.0000	60.0000	63.0000	60.0000	59.0000	59.0000	L
69.0000	71.0000	70.0000	69.0000	69.0000	80.0000	L
79.0000	78.0000	83.0000	71.0000	75.0000	85.0000	L
82.0000	81.0000	87.0000	78.0000	77.0000	86.0000	L
82.0000	82.0000	87.0000	79.0000	78.0000	86.0000	L
3.3147	4.8746	5.6719	4.0851	4.0051	8.9927	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1020.0300	1020.0400	1020.0500	1020.0600	1020.0700	1020.0800	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
58.8662	57.6586	57.3723	59.5131	59.6738	64.8091	L
00.0000	00.0000	00.0000	00.0000	59.6738	62.9600	L
60.9160	60.5756	60.2828	60.2037	60.2037	60.2037	L
70.9160	70.5756	70.2828	70.2037	69.7886	69.5105	L
53.0000	54.0000	54.0000	55.0000	51.0000	47.0000	L
54.0000	55.0000	55.0000	56.0000	53.0000	49.0000	L
55.0000	56.0000	56.0000	57.0000	55.0000	52.0000	L
56.0000	59.0000	58.0000	59.0000	58.0000	59.0000	L
60.0000	64.0000	65.0000	62.0000	67.0000	79.0000	L
82.0000	69.0000	69.0000	82.0000	81.0000	85.0000	L
86.0000	77.0000	75.0000	84.0000	87.0000	86.0000	L
86.0000	79.0000	79.0000	84.0000	88.0000	87.0000	L
4.1122	2.0677	1.9022	2.6951	4.8050	12.6926	D

INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1020.0900	1020.1000	1020.1100	1020.1200	1020.1300	1020.1400	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
56.0740	53.7027	51.0978	53.3643	55.0029	51.6279	L
61.6226	60.6008	59.7518	59.1551	58.7553	58.2940	L
60.2037	60.2037	60.2037	60.2037	60.2037	60.2037	L
69.1505	68.8132	68.4970	68.2068	67.9404	67.6834	L
45.0000	45.0000	45.0000	43.0000	43.0000	43.0000	L
46.0000	46.0000	46.0000	44.0000	44.0000	45.0000	L
49.0000	48.0000	48.0000	46.0000	46.0000	48.0000	L
58.0000	53.0000	53.0000	53.0000	54.0000	55.0000	L
68.0000	65.0000	62.0000	68.0000	68.0000	62.0000	L
73.0000	72.0000	66.0000	70.0000	73.0000	66.0000	L
76.0000	75.0000	74.0000	71.0000	75.0000	71.0000	L
77.0000	79.0000	75.0000	71.0000	76.0000	73.0000	L
7.3701	6.0662	4.2612	7.1290	8.6671	5.0650	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1020.1500	1020.1600	1020.1700	1020.1800	1020.1900	1020.2000	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	32.	63.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
68.1208	57.9136	57.9574	55.3936	61.9663	58.9332	L
61.2089	60.9716	60.7694	60.5045	60.6362	60.5344	L
60.2037	60.2037	60.2037	60.2037	60.2037	60.2037	L
67.7089	67.4993	67.3019	67.1040	66.9648	66.8027	L
43.0000	45.0000	51.0000	52.0000	51.0000	52.0000	L
44.0000	48.0000	52.0000	52.0000	52.0000	54.0000	L
47.0000	52.0000	53.0000	54.0000	54.0000	56.0000	L
58.0000	58.0000	56.0000	57.0000	59.0000	60.0000	L
82.0000	69.0000	65.0000	62.0000	74.0000	68.0000	L
91.0000	79.0000	76.0000	70.0000	80.0000	76.0000	L
93.0000	81.0000	90.0000	76.0000	91.0000	83.0000	L
93.0000	82.0000	91.0000	77.0000	96.0000	85.0000	L
20.4110	6.9691	4.8064	2.3366	7.7682	3.4590	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1020.2100	1020.2200	1020.2300	1021.0000	1021.0100	1021.0200	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
56.7494	59.5247	57.6933	58.1898	56.4359	56.2895	L
60.3626	00.0000	00.0000	00.0000	00.0000	00.0000	L
60.2037	59.5247	58.7048	58.5398	58.1016	57.7947	L
66.6365	69.5247	68.7048	68.5398	68.1016	67.7947	L
53.0000	54.0000	54.0000	53.0000	52.0000	52.0000	L
54.0000	55.0000	55.0000	54.0000	54.0000	53.0000	L
55.0000	57.0000	56.0000	56.0000	55.0000	55.0000	L
57.0000	59.0000	59.0000	60.0000	57.0000	58.0000	L
65.0000	71.0000	65.0000	68.0000	63.0000	62.0000	L
71.0000	78.0000	72.0000	73.0000	71.0000	69.0000	L
80.0000	79.0000	82.0000	79.0000	80.0000	80.0000	L
81.0000	80.0000	82.0000	79.0000	81.0000	84.0000	L
2.3240	3.5555	2.4139	3.3567	2.2303	2.2388	D

PA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1021.0300	1021.0400	1021.0500	1021.0600	1021.0700	1021.0800	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
64.0506	60.0634	60.5266	60.8365	65.4533	61.3028	L
00.0000	00.0000	00.0000	00.0000	65.4533	63.8561	L
59.6618	59.7215	59.8307	59.9546	59.9546	59.9546	L
69.6618	69.7215	69.8307	69.9546	69.6649	69.3139	L
52.0000	56.0000	58.0000	58.0000	58.0000	55.0000	L
54.0000	57.0000	58.0000	59.0000	59.0000	56.0000	L
56.0000	58.0000	60.0000	60.0000	61.0000	60.0000	L
60.0000	61.0000	62.0000	62.0000	65.0000	64.0000	L
77.0000	68.0000	66.0000	66.0000	79.0000	69.0000	L
85.0000	74.0000	70.0000	69.0000	82.0000	74.0000	L
86.0000	77.0000	77.0000	80.0000	83.0000	85.0000	L
87.0000	78.0000	81.0000	81.0000	84.0000	87.0000	L
7.9307	2.6383	1.6819	1.5296	5.0610	3.2536	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site Y-5; Denver, Colorado; 1974

0.	0.	0.	J
1021.0900	1021.1000	1021.1100	H
10.	10.	10.	C
120.	120.	120.	B
35800.	35800.	35800.	A
0.	0.	0.	A
0.	0.	0.	A
59.8600	59.2373	60.3837	L
62.8842	62.2189	61.9087	L
59.9546	59.9546	59.9546	L
68.9805	68.6711	68.3986	L
53.0000	51.0000	52.0000	L
55.0000	52.0000	53.0000	L
57.0000	54.0000	56.0000	L
61.0000	61.0000	64.0000	L
69.0000	68.0000	70.0000	L
75.0000	77.0000	73.0000	L
82.0000	87.0000	78.0000	L
83.0000	89.0000	79.0000	L
3.9100	5.2059	5.2671	D

SITE R-1

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

9681.00

0.	0.	0.	0.	0.	0.	J
1021.1748	1021.1800	1021.1900	1021.2000	1021.2100	1021.2200	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
7000.	35800.	35800.	35800.	35800.	35800.	A
0.	867.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
53.4990	72.7668	55.8668	71.1137	44.0269	44.6810	L
53.4990	69.8076	68.1334	69.0906	68.1248	68.1248	L
00.0000	00.0000	00.0000	00.0000	00.0000	44.6810	L
53.4990	69.8076	68.1334	69.0906	68.1248	67.3722	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
41.0000	42.0000	40.0000	40.0000	40.0000	40.0000	L
48.0000	48.0000	44.0000	43.0000	42.0000	42.0000	L
55.0000	58.0000	52.0000	54.0000	47.0000	47.0000	L
65.0000	77.0000	68.0000	71.0000	52.0000	54.0000	L
71.0000	98.0000	78.0000	96.0000	55.0000	62.0000	L
75.0000	101.0000	82.0000	98.0000	63.0000	66.0000	L
75.0000	102.0000	83.0000	98.0000	68.0000	68.0000	L
7.3892	24.7705	11.9937	26.1953	3.1388	3.5452	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1021.2300	1022.0000	1022.0100	1022.0200	1022.0300	1022.0400	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	75.	795.	6.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
68.4650	41.9206	74.5350	42.9766	71.4280	41.7447	L
68.1248	68.1248	68.1248	68.1248	68.1248	68.1248	L
65.4728	63.7215	69.4791	68.5125	69.1551	68.4869	L
71.6769	71.1035	76.3376	75.8822	76.7991	76.4225	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000	41.0000	40.0000	41.0000	40.0000	41.0000	L
42.0000	42.0000	42.0000	42.0000	42.0000	42.0000	L
49.0000	42.0000	52.0000	42.0000	49.0000	42.0000	L
80.0000	47.0000	79.0000	51.0000	81.0000	45.0000	L
91.0000	51.0000	99.0000	58.0000	93.0000	50.0000	L
95.0000	53.0000	104.0000	63.0000	102.0000	52.0000	L
95.0000	55.0000	105.0000	67.0000	103.0000	53.0000	L
25.4781	1.1666	30.8604	1.9440	28.6509	.8967	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

0.	0.	J
1022.0500	1022.0600	H
10.	10.	C
120.	120.	B
35800.	35800.	A
0.	0.	A
0.	0.	A
70.4483	66.1061	L
68.1248	68.1248	L
68.7863	68.5582	L
76.9048	76.8523	L
40.0000	40.0000	L
40.0000	40.0000	L
41.0000	42.0000	L
44.0000	46.0000	L
72.0000	69.0000	L
96.0000	92.0000	L
101.0000	97.0000	L
101.0000	98.0000	L
28.5723	23.6188	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

567.0000000							
9681.00							
1022.1000							A
120.							B
10.							C
80.00							D
60.00							E
32.							F
9681.00							
0.	0.	0.	0.	0.	0.		J
1022.1000	1022.1100	1022.1200	1022.1300	1022.1400	1022.1500		H
10.	10.	10.	10.	10.	10.		C
120.	120.	120.	120.	120.	120.		B
35800.	35800.	35800.	35800.	35800.	35800.		A
0.	0.	0.	0.	0.	0.		A
0.	0.	0.	0.	0.	0.		A
67.5968	46.9040	44.1361	77.7401	53.6031	43.0075		L
67.5968	64.6254	62.8838	72.1257	71.1719	70.3814		L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000		L
67.5988	64.6254	62.8838	72.1257	71.1719	70.3814		L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000		L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000		L
42.0000	42.0000	42.0000	42.0000	42.0000	41.0000		L
49.0000	47.0000	46.0000	45.0000	56.0000	44.0000		L
73.0000	59.0000	54.0000	74.0000	66.0000	52.0000		L
91.0000	65.0000	60.0000	103.0000	71.0000	57.0000		L
96.0000	68.0000	63.0000	106.0000	73.0000	53.0000		L
97.0000	69.0000	63.0000	106.0000	74.0000	53.0000		L
24.8781	5.5500	3.3239	35.2311	10.5268	2.6166		D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

A-1

Site ~~1-4~~; Denver, Colorado; 1974

0.	0.	J
1022.1600	1022.1700	H
10.	10.	C
120.	120.	B
35800.	35800.	A
0.	0.	A
0.	0.	A
44.8905	60.2532	L
69.7140	69.2037	L
00.0000	00.0000	L
69.7140	69.2037	L
40.0000	40.0000	L
40.0000	40.0000	L
42.0000	42.0000	L
46.0000	50.0000	L
55.0000	73.0000	L
60.0000	84.0000	L
63.0000	87.0000	L
65.0000	87.0000	L
3.9400	17.5605	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

567.0000000						
9681.00						
1022.1830	A					
120.	B					
10.	C					
60.00	D					
30.00	E					
48.	F					
9681.00						
0		0.	0.	0.	0.	0.	J
1022.1830		1022.1900	1022.2000	1022.2100	1022.2200	1022.2300	H
10.		10.	10.	10.	10.	10.	C
120.		120.	120.	120.	120.	120.	B
17800.		35800.	35800.	35800.	35800.	35800.	A
0.		0.	0.	0.	0.	0.	A
0.		0.	0.	0.	0.	0.	A
48.3588		74.0637	72.6718	42.0118	70.9729	72.3099	L
48.3588		71.0650	71.6691	70.4213	70.4213	70.4213	L
00.0000		00.0000	00.0000	00.0000	70.9729	71.6926	L
46.3588		71.0650	71.6691	70.4213	75.2939	77.5255	L
40.0000		40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000		40.0000	40.0000	40.0000	40.0000	40.0000	L
42.0000		41.0000	42.0000	41.0000	42.0000	41.0000	L
48.0000		47.0000	52.0000	42.0000	48.0000	43.0000	L
61.0000		71.0000	74.0000	49.0000	71.0000	63.0000	L
67.0000		101.0000	97.0000	54.0000	95.0000	99.0000	L
69.0000		104.0000	100.0000	57.0000	100.0000	103.0000	L
70.0000		105.0000	101.0000	59.0000	100.0000	103.0000	L
6.6642		31.6362	29.4177	1.6609	27.7920	30.5784	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1023.0000	1023.0100	1023.0200	1023.0300	1023.0400	1023.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
65.9589	68.2597	64.6461	65.4688	68.4486	72.4183	L
70.4213	70.4213	70.4213	70.4213	70.4213	70.4213	L
70.4761	70.0188	69.3539	68.9034	68.8413	69.4853	L
77.3335	77.4606	77.2242	77.0773	77.2215	77.9857	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
41.0000	41.0000	40.0000	40.0000	40.0000	40.0000	L
42.0000	42.0000	41.0000	41.0000	41.0000	41.0000	L
51.0000	42.0000	43.0000	42.0000	41.0000	45.0000	L
77.0000	71.0000	72.0000	73.0000	56.0000	74.0000	L
89.0000	80.0000	89.0000	90.0000	92.0000	99.0000	L
94.0000	101.0000	90.0000	91.0000	101.0000	101.0000	L
95.0000	105.0000	91.0000	91.0000	103.0000	101.0000	L
23.0803	26.2501	22.9875	23.9657	27.4132	30.8252	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1023.0600	1023.0700	1023.0800	1023.0900	1023.1000	1023.1100	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
47.0884	74.0237	74.9356	47.5932	65.5403	49.9572	L
70.4213	71.4196	72.2396	71.5727	71.1447	70.6373	L
68.9769	68.9769	68.9769	68.9769	68.9769	68.9769	L
77.6411	77.4621	77.3325	77.0525	76.8083	76.5606	L
40.0000	45.0000	41.0000	41.0000	40.0000	40.0000	L
41.0000	47.0000	42.0000	42.0000	40.0000	40.0000	L
45.0000	49.0000	44.0000	43.0000	42.0000	42.0000	L
50.0000	54.0000	51.0000	45.0000	48.0000	46.0000	L
55.0000	77.0000	76.0000	59.0000	78.0000	64.0000	L
58.0000	98.0000	101.0000	65.0000	90.0000	71.0000	L
59.0000	105.0000	104.0000	71.0000	92.0000	74.0000	L
60.0000	105.0000	104.0000	73.0000	94.0000	76.0000	L
4.1940	24.3626	29.6182	4.6927	22.7557	8.2560	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1023.1200	1023.1300	1023.1400	1023.1500	1023.1600	1023.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
47.5025	46.6302	75.2006	43.9993	64.1587	73.3927	L
70.1821	69.7701	70.5895	70.2427	70.0024	70.3320	L
68.9769	68.9769	68.9769	68.9769	68.9769	68.9769	L
76.3261	76.1036	76.0646	75.8627	75.6829	75.6081	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
41.0000	41.0000	43.0000	41.0000	42.0000	44.0000	L
47.0000	45.0000	51.0000	45.0000	47.0000	54.0000	L
61.0000	58.0000	73.0000	53.0000	74.0000	75.0000	L
65.0000	64.0000	102.0000	61.0000	89.0000	99.0000	L
67.0000	75.0000	104.0000	65.0000	92.0000	103.0000	L
68.0000	78.0000	104.0000	67.0000	93.0000	104.0000	L
6.2177	5.6023	31.0134	3.3361	21.4779	28.3952	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1023.1800	1023.1900	1023.2000	1023.2100	1023.2200	1023.2300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
52.6289	50.1085	75.2535	65.0611	61.7098	74.6771	L
70.0566	50.1085	72.2565	70.8912	70.8912	70.8912	L
68.9769	00.0000	00.0000	00.0000	61.7098	71.8807	L
75.4318	50.1085	72.2565	70.8912	71.1108	78.3913	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
43.0000	42.0000	44.0000	42.0000	42.0000	41.0000	L
49.0000	48.0000	55.0000	49.0000	48.0000	49.0000	L
63.0000	64.0000	77.0000	77.0000	75.0000	75.0000	L
76.0000	70.0000	101.0000	88.0000	85.0000	100.0000	L
80.0000	72.0000	103.0000	91.0000	90.0000	102.0000	L
80.0000	73.0000	104.0000	93.0000	90.0000	104.0000	L
9.6170	7.8461	29.9526	22.0548	19.1092	31.7754	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1024.0000	1024.0100	1024.0200	1024.0300	1024.0400	1024.0500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35600.	35800.	35800.	35800.	35800.	35800.	A
1321.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
43.9508	68.4162	42.2590	66.3487	72.1327	67.0888	L
70.8912	70.8912	70.8912	70.8912	70.8912	70.8912	L
70.1233	69.7553	68.7881	68.4653	69.2191	69.0033	L
77.6026	77.7286	77.1505	77.0683	77.9353	77.8648	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000	41.0000	41.0000	41.0000	41.0000	40.0000	L
42.0000	42.0000	42.0000	42.0000	42.0000	42.0000	L
47.0000	42.0000	42.0000	42.0000	46.0000	48.0000	L
52.0000	64.0000	47.0000	76.0000	75.0000	78.0000	L
56.0000	94.0000	55.0000	91.0000	95.0000	90.0000	L
58.0000	99.0000	58.0000	94.0000	103.0000	95.0000	L
59.0000	100.0000	59.0000	96.0000	104.0000	95.0000	L
3.0275	26.1458	1.1765	24.0686	29.3272	24.3828	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-1; Denver, Colorad; 1974

0.	0.	J
1024.0600	1024.0700	H
10.	10.	C
120.	120.	B
35800.	35800.	A
0.	468.	A
0.	0.	A
62.7550	78.1302	L
70.8912	74.0590	L
68.6187	68.6187	L
77.6070	77.6496	L
40.0000	42.0000	L
41.0000	44.0000	L
45.0000	49.0000	L
51.0000	54.0000	L
75.0000	80.0000	L
85.0000	102.0000	L
87.0000	109.0000	L
87.0000	110.0000	L
17.2795	29.4154	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

567.0000000						A
9681.00						B
1024.1225						C
120.						D
10.						E
60.00						F
35.00						
48.						
567.0000000						
9681.00						
0.	0.	0.	0.	0.	0.	J
1024.1225	1024.1300	1024.1400	1024.1500	024.1600	1024.1700	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
20800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	252.	0.	A
0.	0.	0.	0.	0.	0.	A
49.3312	67.6105	65.6311	50.3556	49.0884	71.0736	L
49.3312	64.6643	65.0110	63.8109	62.8782	65.7412	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
49.3312	64.6643	65.0110	63.8109	62.8782	65.7412	L
40.0000	40.0000	40.0000	40.0000	41.0000	40.0000	L
40.0000	40.0000	41.0000	41.0000	44.0000	42.0000	L
42.0000	44.0000	46.0000	44.0000	47.0000	45.0000	L
48.0000	58.0000	58.0000	54.0000	51.0000	49.0000	L
62.0000	71.0000	78.0000	60.0000	58.0000	63.0000	L
70.0000	85.0000	89.0000	66.0000	64.0000	96.0000	L
73.0000	102.0000	91.0000	70.0000	68.0000	101.0000	L
77.0000	103.0000	91.0000	73.0000	69.0000	102.0000	L
7.4245	21.7740	19.0762	6.8950	3.5404	25.7263	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

0.	0.	0.	0.	J
1024.1800	1024.1900	1024.2000	1024.2100	H
10.	10.	10.	10.	C
120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	A
0.	0.	0.	9.	A
0.	0.	0.	0.	A
68.5165	73.6932	68.5748	43.0789	L
66.2636	68.2133	68.2549	67.7988	L
00.0000	00.0000	00.0000	00.0000	L
66.2636	68.2133	68.2549	67.7988	L
40.0000	40.0000	40.0000	40.0000	L
41.0000	40.0000	40.0000	40.0000	L
45.0000	44.0000	42.0000	42.0000	L
50.0000	50.0000	53.0000	46.0000	L
66.0000	84.0000	80.0000	49.0000	L
93.0000	99.0000	93.0000	54.0000	L
97.0000	100.0000	94.0000	56.0000	L
98.0000	101.0000	95.0000	57.0000	L
23.6269	29.3472	24.7686	2.3353	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1024.2200	1024.2300	1025.0000	1025.0100	1025.0200	1025.0300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
68.2724	71.4573	71.6103	71.1009	62.6816	42.0439	L
67.7988	67.7988	67.7988	67.7988	67.7988	67.7988	L
68.2724	70.1505	70.6935	70.7990	69.9942	69.2038	L
70.6384	73.4780	75.0114	75.8709	75.7176	75.4386	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000	40.0000	41.0000	41.0000	41.0000	42.0000	L
42.0000	42.0000	42.0000	42.0000	42.0000	42.0000	L
47.0000	47.0000	49.0000	43.0000	43.0000	42.0000	L
76.0000	82.0000	85.0000	84.0000	74.0000	45.0000	L
91.0000	96.0000	94.0000	95.0000	86.0000	48.0000	L
93.0000	100.0000	95.0000	98.0000	87.0000	49.0000	L
93.0000	100.0000	97.0000	99.0000	88.0000	50.0000	L
25.4389	28.8111	28.4263	28.4773	20.2946	.6236	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1025.0400	1025.0500	1025.0600	1025.0700	1025.0800	1025.0900	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
68.5448	42.7820	68.6958	73.1410	54.0390	60.7749	L
67.7988	67.7988	67.7988	68.6629	68.2986	68.0145	L
69.1155	68.5371	68.5550	68.5550	68.5550	68.5550	L
75.6976	75.4507	75.6975	75.5998	75.3894	75.1945	L
40.0000	40.0000	40.0000	41.0000	40.0000	40.0000	L
41.0000	41.0000	40.0000	43.0000	40.0000	40.0000	L
42.0000	42.0000	42.0000	47.0000	44.0000	42.0000	L
44.0000	42.0000	48.0000	53.0000	53.0000	50.0000	L
80.0000	49.0000	83.0000	87.0000	67.0000	65.0000	L
92.0000	58.0000	93.0000	96.0000	72.0000	84.0000	L
95.0000	62.0000	94.0000	98.0000	79.0000	84.0000	L
96.0000	63.0000	94.0000	98.0000	81.0000	85.0000	L
26.0067	1.5731	25.4765	25.9715	10.2352	17.3893	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1025.1000	1025.1100	1025.1200	1025.1300	1025.1400	1025.1500	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	7.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
56.8317	47.6790	67.2017	44.9151	75.5415	50.5110	L
67.7181	67.4215	67.4081	44.9151	72.5350	70.7877	L
68.5550	68.5550	68.5550	00.0000	00.0000	00.0000	L
75.0043	74.8199	74.6738	44.9151	72.5350	70.7877	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000	40.0000	40.0000	40.0000	42.0000	42.0000	L
42.0000	43.0000	43.0000	43.0000	47.0000	47.0000	L
46.0000	49.0000	49.0000	48.0000	57.0000	52.0000	L
60.0000	60.0000	57.0000	53.0000	83.0000	61.0000	L
82.0000	65.0000	91.0000	57.0000	93.0000	68.0000	L
86.0000	69.0000	98.0000	60.0000	109.0000	72.0000	L
87.0000	71.0000	99.0000	62.0000	114.0000	74.0000	L
14.7032	5.5348	23.6470	3.4379	28.2936	5.4190	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

0.	J
1025.1600	H
10.	C
120.	B
35800.	A
0.	A
0.	A
55.8705	L
69.5847	L
00.0000	L
69.5847	L
40.0000	L
45.0000	L
53.0000	L
60.0000	L
63.0000	L
68.0000	L
71.0000	L
72.0000	L
6.0065	D

567.0000000	
9681.00	
1025.2150	A
120.	B
10.	C
60.00	D
-10.00	E
15.	F

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

9681.00

0.	0.	0.	0.	0.	0.	J
1025.2200	1025.2300	1026.0000	1026.0100	1026.0200	1026.0300	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
72.8417	69.3615	71.5001	42.0429	42.0064	68.2398	L
00.0000	00.0000	00.0000	00.0000	00.0000	00.0000	L
72.8417	71.4413	71.4610	70.2132	69.2458	69.0935	L
82.8417	81.4413	81.4610	80.2132	79.2458	79.0935	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
40.0000	40.0000	40.0000	40.0000	41.0000	41.0000	L
42.0000	42.0000	41.0000	41.0000	42.0000	42.0000	L
51.0000	52.0000	51.0000	43.0000	42.0000	48.0000	L
83.0000	83.0000	86.0000	48.0000	47.0000	79.0000	L
98.0000	90.0000	94.0000	52.0000	50.0000	93.0000	L
102.0000	90.0000	97.0000	55.0000	62.0000	94.0000	L
103.0000	90.0000	98.0000	55.0000	64.0000	94.0000	L
28.8894	25.6909	28.2610	1.5950	1.2169	25.0785	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
1026.0400	1026.0500	1026.0600	1026.0700	1026.0800	1026.0900	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
71.4960	43.3596	68.5221	72.8368	73.4248	48.6078	L
00.0000	00.0000	00.0000	72.8368	73.1408	71.3875	L
69.5292	68.9508	68.9052	68.9052	68.9052	68.9052	L
79.5292	78.9508	78.9052	78.5654	78.2824	77.9049	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
41.0000	41.0000	40.0000	40.0000	42.0000	41.0000	L
42.0000	42.0000	41.0000	43.0000	44.0000	44.0000	L
45.0000	42.0000	44.0000	51.0000	52.0000	50.0000	L
87.0000	51.0000	81.0000	86.0000	77.0000	60.0000	L
93.0000	61.0000	93.0000	97.0000	99.0000	65.0000	L
96.0000	65.0000	95.0000	99.0000	102.0000	69.0000	L
97.0000	69.0000	95.0000	100.0000	103.0000	71.0000	L
28.9940	2.3406	26.6975	28.6326	28.1078	5.8735	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-2; Denver, Colorado; 1974

0.	0.	0.	J
1026.1000	1026.1100	1026.1200	H
10.	10.	10.	C
120.	120.	120.	B
35800.	35800.	35800.	A
0.	0.	0.	A
0.	0.	0.	A
46.0685	48.7440	46.6565	L
70.1424	69.1811	68.3942	L
68.9052	68.9052	68.9052	L
77.5576	77.2361	76.9368	L
40.0000	40.0000	40.0000	L
40.0000	40.0000	40.0000	L
42.0000	43.0000	43.0000	L
49.0000	51.0000	49.0000	L
56.0000	60.0000	56.0000	L
61.0000	66.0000	63.0000	L
63.0000	70.0000	66.0000	L
65.0000	72.0000	67.0000	L
4.4213	6.0963	4.5871	D

567.00	
9681.00	
1026.2110	A
120.	B
10.	C
60.00	D
50.00	E
65.	F

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

9681.00

0.	0.	0.	0.	0.	0. (0100 MST)	J
1026.2110	1026.2200	1026.2300	1027.0000	1027.0100	1027.0200	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
29800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
51.1875	63.8405	47.8443	66.3324	46.1628	46.0626	L
51.1875	51.1875	51.1875	51.1875	51.1875	51.1875	L
00.0000	63.8405	60.9380	63.5411	62.3181	61.3746	L
51.1875	70.8537	69.2001	72.3001	71.3573	70.5911	L
44.0000	44.0000	42.0000	42.0000	41.0000	40.0000	L
46.0000	46.0000	44.0000	44.0000	42.0000	41.0000	L
50.0000	49.0000	47.0000	47.0000	45.0000	44.0000	L
54.0000	55.0000	50.0000	51.0000	49.0000	48.0000	L
58.0000	77.0000	55.0000	77.0000	53.0000	55.0000	L
62.0000	84.0000	58.0000	88.0000	58.0000	60.0000	L
66.0000	91.0000	59.0000	98.0000	60.0000	62.0000	L
67.0000	93.0000	61.0000	103.0000	61.0000	64.0000	L
3.1238	14.5528	2.8016	19.3140	2.8034	3.3260	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
(0200 MST)	(0300 MST)	(0400 MST)	(0500 MST)	(0600 MST)	(0700 MST)	
1027.0300	1027.0400	1027.0500	1027.0600	1027.0700	1027.0800	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
44.4182	67.0035	66.8067	68.0983	46.3498	66.1731	L
51.1875	51.1875	51.1875	51.1875	49.4101	61.5812	L
60.6003	62.3064	63.1960	64.1036	64.1036	64.1036	L
69.9391	71.7313	72.6879	73.6485	73.2354	72.9345	L
40.0000	40.0000	40.0000	40.0000	41.0000	42.0000	L
40.0000	41.0000	40.0000	40.0000	42.0000	44.0000	L
43.0000	43.0000	42.0000	43.0000	45.0000	47.0000	L
47.0000	53.0000	49.0000	53.0000	49.0000	53.0000	L
51.0000	79.0000	82.0000	82.0000	54.0000	80.0000	L
55.0000	90.0000	90.0000	90.0000	57.0000	88.0000	L
57.0000	91.0000	91.0000	91.0000	63.0000	92.0000	L
58.0000	91.0000	91.0000	92.0000	68.0000	93.0000	L
2.9139	22.6744	24.0021	23.9107	2.8740	18.8454	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
(0800 MST)	(0900 MST)	(1000 MST)	(1100 MST)	(1200 MST)	(1300 MST)	
1027.0900	1027.1000	1027.1100	1027.1200	1027.1300	1027.1400	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
71.5213	63.2403	66.9552	50.7190	47.9172	69.7873	L
66.6540	66.1534	66.2978	65.6483	65.0788	65.9333	L
64.1036	64.1036	64.1036	64.1036	64.1036	64.1036	L
72.8407	72.5553	72.3403	72.0620	71.7997	71.7093	L
40.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
41.0000	40.0000	40.0000	40.0000	40.0000	40.0000	L
44.0000	43.0000	43.0000	43.0000	43.0000	42.0000	L
56.0000	49.0000	47.0000	52.0000	49.0000	49.0000	L
85.0000	78.0000	58.0000	63.0000	59.0000	79.0000	L
92.0000	86.0000	91.0000	70.0000	66.0000	90.0000	L
94.0000	92.0000	97.0000	74.0000	71.0000	102.0000	L
95.0000	93.0000	97.0000	76.0000	72.0000	102.0000	L
25.7421	19.8111	23.5013	8.1262	5.5933	26.7764	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
(1400 MST)	(1500 MST)	(1600 MST)	(1700 MST)	(1800 MST)	(1900 MST)	
1027.1500	1027.1600	1027.1700	1027.1800	1027.1900	1027.2000	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
53.1038	66.3273	51.0838	66.0677	71.7606	58.2535	L
65.5003	65.5828	65.2189	65.2904	66.2437	65.9930	L
64.1036	64.1036	64.1036	64.1036	64.1036	64.1036	L
71.4778	71.3243	71.1145	70.9767	71.0139	70.8390	L
41.0000	40.0000	41.0000	44.0000	44.0000	46.0000	L
42.0000	41.0000	43.0000	45.0000	46.0000	48.0000	L
45.0000	45.0000	45.0000	47.0000	49.0000	52.0000	L
55.0000	54.0000	53.0000	51.0000	55.0000	58.0000	L
65.0000	66.0000	63.0000	80.0000	80.0000	70.0000	L
71.0000	88.0000	68.0000	89.0000	93.0000	78.0000	L
76.0000	97.0000	70.0000	90.0000	104.0000	80.0000	L
77.0000	97.0000	70.0000	91.0000	105.0000	81.0000	L
8.0926	20.7393	6.3138	18.5024	22.2615	7.2080	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
(2000 MST)	(2100 MST)	(2200 MST)	(1027.2300 MST)	(0000 MST)	(0100 MST)	
1027.2100	1027.2200	1027.2300	1028.0000	1028.0100	1028.0200	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
50.0923	65.5920	47.1305	69.9098	68.3978	45.3665	L
65.7202	00.0000	00.0000	00.0000	00.0000	00.0000	L
64.1036	65.5920	62.6432	66.5225	67.0725	66.1108	L
70.6633	75.5920	72.6432	76.5225	77.0725	76.1108	L
43.0000	43.0000	40.0000	40.0000	41.0000	40.0000	L
45.0000	46.0000	42.0000	42.0000	42.0000	40.0000	L
48.0000	50.0000	46.0000	45.0000	46.0000	42.0000	L
53.0000	59.0000	50.0000	52.0000	60.0000	47.0000	L
59.0000	79.0000	54.0000	87.0000	81.0000	55.0000	L
62.0000	86.0000	57.0000	90.0000	90.0000	63.0000	L
64.0000	90.0000	62.0000	92.0000	92.0000	65.0000	L
66.0000	91.0000	63.0000	92.0000	93.0000	66.0000	L
3.7870	15.2832	3.1845	24.1424	21.2628	4.3251	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
(0200 M	(0300 M	(0400 MS	(0500 MS	(0600 MST)	(0700 MST)	
1028.0300	1028.0400	1028.0500	1028.0600	1028.0700	1028.0800	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
45.9179	68.7433	67.1848	49.8679	54.0553	53.2637	L
00.0000	00.0000	00.0000	00.0000	54.0553	53.6775	L
65.3272	66.0122	66.1773	65.6785	65.6785	65.6785	L
75.3272	76.0122	76.1773	75.6785	75.2242	74.8131	L
40.0000	40.0000	40.0000	43.0000	46.0000	47.0000	L
40.0000	40.0000	40.0000	44.0000	49.0000	49.0000	L
41.0000	41.0000	43.0000	47.0000	52.0000	52.0000	L
47.0000	57.0000	54.0000	52.0000	57.0000	56.0000	L
57.0000	83.0000	81.0000	59.0000	62.0000	60.0000	L
65.0000	89.0000	92.0000	64.0000	66.0000	63.0000	L
67.0000	90.0000	93.0000	67.0000	68.0000	65.0000	L
67.0000	91.0000	94.0000	68.0000	69.0000	68.0000	L
4.9435	25.2652	22.9519	4.1015	3.6539	2.8924	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorad; 1974

0.	0.	0.	0.	0.	0.	J
(0800 MST)	(0900 MST)	(1000 MST)	(1100 MST)	(1200 MST)	(1300 MST)	
1028.0900	1028.1000	1028.1100	1028.1200	1028.1300	1028.1400	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
49.0045	48.1155	63.7609	64.9804	48.5893	46.6254	L
52.6120	51.8484	57.7664	60.0985	59.4798	58.9319	L
65.6785	65.6785	65.6785	65.6785	65.6785	65.6785	L
74.4362	74.0894	73.7985	73.5394	73.2600	72.9973	L
41.0000	42.0000	40.0000	41.0000	40.0000	40.0000	L
43.0000	44.0000	42.0000	42.0000	42.0000	41.0000	L
47.0000	46.0000	45.0000	45.0000	45.0000	44.0000	L
51.0000	50.0000	49.0000	52.0000	50.0000	49.0000	L
58.0000	56.0000	60.0000	68.0000	59.0000	56.0000	L
64.0000	61.0000	86.0000	92.0000	66.0000	60.0000	L
70.0000	72.0000	94.0000	94.0000	69.0000	66.0000	L
71.0000	73.0000	95.0000	95.0000	71.0000	67.0000	L
3.8990	3.2976	18.9001	19.2715	5.0354	3.8776	U

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
(1400 MST)	(1500 MST)	(1600 MST)	(1700 MST)	(1800 MST)	(1900 MST)	
1028.1500	1028.1600	1028.1700	1028.1800	1028.1900	1028.2000	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	22.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
50.7509	63.0625	67.2104	52.8671	66.3625	50.4035	L
58.5022	59.2422	60.9404	60.6236	61.4567	61.1610	L
65.6785	65.6785	65.6785	65.6785	65.6785	65.6785	L
72.7506	72.5416	72.3853	72.1759	72.0277	71.8360	L
42.0000	42.0000	48.0000	46.0000	44.0000	43.0000	L
44.0000	45.0000	49.0000	49.0000	46.0000	45.0000	L
48.0000	50.0000	52.0000	51.0000	50.0000	48.0000	L
53.0000	55.0000	56.0000	54.0000	55.0000	53.0000	L
60.0000	67.0000	80.0000	61.0000	79.0000	59.0000	L
66.0000	88.0000	87.0000	68.0000	88.0000	62.0000	L
70.0000	91.0000	97.0000	70.0000	94.0000	64.0000	L
72.0000	91.0000	99.0000	71.0000	95.0000	64.0000	L
4.5099	13.6288	15.2609	3.0311	16.5883	3.6040	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorad; 1974

0.	0.	0.	0.	0.	0.	J
(2000 MST)	(2100 MST)	(2200 MST)	(1028.2300 MST)	(0000 MST)	(0100 MST)	
1028.2100	1028.2200	1028.2300	1029.0000	1029.0100	1029.0200	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
47.5658	63.9863	47.7016	46.9367	45.8317	46.2231	L
60.8749	00.0000	00.0000	00.0000	00.0000	00.0000	L
65.6785	63.9863	61.0770	59.3990	58.2128	57.3118	L
71.6519	73.9863	71.0770	69.3990	68.2128	67.3118	L
41.0000	41.0000	40.0000	40.0000	40.0000	40.0000	L
43.0000	43.0000	42.0000	41.0000	41.0000	40.0000	L
46.0000	46.0000	43.0000	44.0000	43.0000	42.0000	L
50.0000	51.0000	49.0000	48.0000	47.0000	49.0000	L
55.0000	75.0000	55.0000	58.0000	54.0000	57.0000	L
60.0000	88.0000	68.0000	62.0000	64.0000	61.0000	L
64.0000	94.0000	69.0000	67.0000	69.0000	63.0000	L
65.0000	94.0000	70.0000	68.0000	72.0000	64.0000	L
3.1362	17.9690	4.1742	4.4755	3.5613	4.8909	D

EPA INTERSTATE RAILROAD MONITORING PROGRAM

Site R-3; Denver, Colorado; 1974

0.	0.	0.	0.	0.	0.	J
(0200 MST)	(0300 MST)	(0400 MST)	(0500 MST)	(0600 MST)	(0700 MST)	
1029.0300	1029.0400	1029.0500	1029.0600	1029.0700	1029.0800	H
10.	10.	10.	10.	10.	10.	C
120.	120.	120.	120.	120.	120.	B
35800.	35800.	35800.	35800.	35800.	35800.	A
0.	0.	0.	0.	0.	0.	A
0.	0.	0.	0.	0.	0.	A
68.4009	41.2062	43.3833	70.6092	46.2889	51.4928	L
00.0000	00.0000	00.0000	00.0000	46.2889	49.6277	L
62.0468	61.3833	60.8132	63.7113	63.7113	63.7113	L
72.0468	71.3833	70.8132	73.7113	73.2546	72.8436	L
40.0000	40.0000	40.0000	40.0000	41.0000	42.0000	L
40.0000	40.0000	40.0000	40.0000	43.0000	44.0000	L
41.0000	40.0000	41.0000	43.0000	45.0000	46.0000	L
52.0000	43.0000	46.0000	53.0000	48.0000	52.0000	L
81.0000	47.0000	51.0000	83.0000	53.0000	63.0000	L
90.0000	51.0000	56.0000	92.0000	56.0000	70.0000	L
91.0000	54.0000	60.0000	98.0000	59.0000	72.0000	L
92.0000	54.0000	61.0000	99.0000	62.0000	72.0000	L
25.6994	1.6388	3.0757	26.3775	2.4887	5.6880	D

APPENDIX B

OBSERVER LOGS

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: Oct 4, 1994 HOUR: 1600-1700

OBSERVER: W.C. BRYAN PRECIPITATION (YES OR NO) TEMPERATURE:

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		//
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		(50%)
locomotive passby	✓		//
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓ (6:15P) (6:25)	✓	
subway			
road traffic	////	✓	
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/8/74 HOUR: 10:00 – 11:00 AM

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 70°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vericles loaded (piggyback)			
locomotive passby	✓ TWICE	—	3 MIN 65 DB (100-200 METERS)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	✓ NUMEROUS	✓	SHORT DURATION (150-400 METERS) (60-70 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic (SEMI TRAILERS)	✓ 3 OR 4 TIMES	✓	1 MIN SPIT UP TO 80 DB (80 M)
other (specify)			
CONTAINER LOADING (FORKLIFT)	✓	✓	2.0 MIN AT APP. 65 DB - (WORKED INTERMITTANTLY) (50 METERS)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: GENERAL NOISE LEVEL 45-55 DB THROUGHOUT PERIOD

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/8/74 HOUR: 1100 - 1200 AM

OBSERVER: J. M. Larson PRECIPITATION (YES OR NO) TEMPERATURE: 74°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements	✓		Occasional, 60-65 DB, 150 METERS
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓	✓	Occasional DB 60-80, 10 METERS
other (specify)			
Container loading (Fork Lift)	✓	✓	Intermittent Operation 50 Meters Away, 60-65 DB
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Noise Level 45-55 DB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/8/74 HOUR: 1:00 - 2:00 PM

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 77°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		1 min, 57 DB, Switcher at 150 ft Meters
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
See Semi Trailers Moving			
in Background			Occasional 60-55 DB
Horns			Occasional 65-70 DB 2.00 Meters
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		
subway			
road traffic	✓		60-65 DB Occasional
other (specify)			
Container loading (Fork Lift)	✓	✓	Occasional Operation 50 100 Meter 65 DB
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Area Background 45-50 DB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 9:30-10:00

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 62°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		65dB (2 minutes)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	X	(70dB) 11 (about 2 minutes)
subway			
road traffic	✓		1 (70dB) (about 30 seconds)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Heavy traffic, much more noticeable than data was

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: V-4 DATE: 10/9/74 HOUR: 10AM - 11AM

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 69°F - 70°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		60dBpk - 57dBave (5min)
locomotive passby	✓	✓	69dBpk - 59dBave (6min)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train whistle	✓	✓	69dBave (2min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	69dBpk - 60dBave (2min)
subway			
road traffic	✓		71dBpk - 69dBave (1min)
other (specify)			
car starting and idling	✓		70dBpk (.5min)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Spot down all peak and average values

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 11:30 AM - 12:00 PM

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 75°F -

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1 pk (heard 1 min) 65pk 63dBA 1 min
subway			
road traffic	✓		69 dB 6.25 min)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-1 DATE: 10/9/74 HOUR: 12:30-13:00

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 74°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	✓		5 min (1/2 hour)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
trucks loading up	✓	✓	5 leave (30 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		45 pk 70dBA ave (5 min) 70 pk 60dB ave (5 min)
subway			
road traffic	✓		4 pk 60dB ave (1 min)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 1300-1400

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 78°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		4 pk 5 ave (2 min)
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
loading big white trucks container	✓		5 ave (2 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		6 pk - 1 ave (1 min)
subway			
road traffic	✓		4 ave (2 min)
other (specify)			
semi	✓		10 pk 5 ave (1.5 min)
dogs	✓		5 ave (1 min)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-9-74 HOUR: 1400 - 1600

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 81°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	4, 3600 IHP LOCOMOTIVES (2 MIN) (AT 150 METERS) (60-65 DB)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
LOCOMOTIVE HORNS	✓	✓	(90 DB) (SHORT DURATION) (4 TIMES)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	(25 AVG.) (30 SEC (1 OCCURRENCE)
subway			(1111)
road traffic	✓	✓	(65-75 DB) (30 SEC) (4 OCCURRENCES)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: GENERAL HOUSE LEVEL 50-55 DB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 15:00 - 16:00

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 82°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		
locomotive passby	✓		(No Increase In DB) (150 feet) 3600 HP Road Type
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Locomotive Horn	✓	✓	(300 METERS) (65-70 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		(65-70 DB) (1)
subway			
road traffic	✓	✓	(65-70 DB) (10 METERS) Constant
other (specify)			
Dog Barking	✓	✓	55 DB
Container Loading (Forklift)	✓	✓	(60-65 DB) (10 MIN) (50-75 FEET)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Noise Level 50-55 DB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 1600 - 1700

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 80°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		(3600 HP)(1 pass)(60 DB)(120 ft)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	(60-65 DB)(30 sec) Frequently (TTH)
subway			
road traffic	✓	✓	(60-70 DB)(100 METERS) Occasionally
other (specify)	✓	✓	
Dog	✓	✓	(85 DB)(5 METERS)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Noise level 50-55 DB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 17:00 - 18:00

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 78°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		(60 DB)(300 HP)(2 MIN)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
Loading Hose	✓	✓	(Up to 70 DB)(300 METERS)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	(Up to 75 DB)(1 MIN)(1 TIME)
subway			
road traffic	✓	✓	(Up to 65 DB)(30 SEC)(10 METERS)
other (specify)			
Dog	✓	✓	(85 DB)(5 METERS) occasional
2			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Noise level 55-60

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 18:00 - 19:00

OBSERVER: J.M. Laesar PRECIPITATION (YES OR (NO)) TEMPERATURE: 74°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(11) (4 - 3600 HP) (2 MIN) (65 DB) (58 DB) (150 FT) (1 3600 HP) (1 MIN) (62 DB) (150 FT)
locomotive idling Passby	✓	✓	
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Locomotive Horns			III (65 DB) (LESS THAN 15 SEC)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			HH II (65 TO 70 DB) (30 SEC - 1 MIN)
subway			
road traffic			HH III (65 TO 70 DB) (15 SEC OR LESS)
other (specify)			
Dogs	✓	✓	(UP TO 90 DB) CONSTANT
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Noise Level 50-55 DB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 19:00 - 20:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 70°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	
car impacts	✓	✓	(UP TO 70 DB) (MANY)
retarder noise (car squeals)	✓	✓	1 (3-3000 HP) (2 MIN) (65 DB) (100 M)
~~motor vehicles loaded (piggyback)~~ Locomotive	✓	✓	II (3000 HP) (30 SEC) (58 DB) (100 M)
locomotive passby	✓	✓	1 (3000 HP) (100 M) (50 MIN) (58 DB)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Locomotive Horns	✓	✓ III	THH (65-70 DB) (900-460 METERS) (SHORT BLASTS)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	THH (30 SEC) (65 DB)
subway			
road traffic			
other (specify) Traffic	✓	✓	III (60-65 DB) (15 SEC) (10 METERS)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 20:00 - 21:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 66°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	(60 DB) (100 M)
retarder noise (car squeals)	✓	✓	
~~motor vehicles loaded (piggyback)~~ Locomotive	✓	✓	1 (Switcher) (30 sec) (100 M) (57 DB)
locomotive passby	✓	✓	1 (3000 HP) (1 MIN) (100 M) (60 DB)
locomotive idling	✓	✓	1 (3000 HP) (100 M) (10 MIN) (57 DB)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Locomotive Horn	✓	✓ II	IIII (200 M) (75-80 DB) (Short Blasts 5-10 sec.)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III (60-65) DB (30 sec)
subway			
road traffic	✓	✓	1
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General noise level (60 TO 65 DB)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 2100 - 2200

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 62°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	(65 DB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1 (3-3000 HP) (1½ min) (65 DB) (50 ft)
locomotive idling	✓	✓	1 (1-3000 HP) (1 min) (65 DB) (50-200 ft)
~~refrigerator car idling~~ Locomotive	✓	✓	1 (1-3000 HP) (1 min) (58 DB) (100 ft)
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1 (105 DB) (30 sec.)
subway			
road traffic	✓		
other (specify)			
Dogs	✓	✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Noise Level 50 55 DB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 22:00 - 23:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 60°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓	✓	(1 PIGGY) (55 DB) (300 M)
locomotive passby	✓	✓	3 - 3000 HP (3 PIGGY) (62 DB) (30 M)
locomotive idling	✓	✓	(Summer) (15 SEC.) (60 DB)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
~~cars~~	✓	✓	TRK (60-70) DB (5 SEC)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	(45-70 DB) (30 SEC)
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			
Siren	✓	✓	(65 DB) (30 SEC)

ADDITIONAL COMMENTS: General Noise level 50-55

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/9/74 HOUR: 23:00 - 24:00

OBSERVER: J.M. Larson PRECIPITATION (YES OR NO) TEMPERATURE: 56°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓ 1	(4 min) (60 dB) (100 m)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Locomotive Horn			IIII (76 dB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1 - (70 dB) (30 sec)
subway			
road traffic	✓	✓	
other (specify)			
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:	General Noise Level (50-55 dB)		

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 13-10-74 HOUR: 1340 - 1400

OBSERVER: Nick Yalich PRECIPITATION (YES OR (NO)) TEMPERATURE: 80°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	//	//	All occurrences were of
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			short duration, less than 1 sec.
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	///	///	
other (specify)			
DOG	/	/	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-10-74 HOUR: 1400 to 1500

OBSERVER: NICK YALICH PRECIPITATION (YES OR NO) NO TEMPERATURE: 78° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	𝍸		3 min
locomotive idling			
refrigerator car idling			
speaker announcements	///		
other (specify; ex: maintainance)			
horn	//		
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	𝍸 𝍸 ///	/// ///	max 64 dBA / 68 dBA / 67 dB / 75 dBA
subway			
road traffic	/// 𝍸	/// /	68 dB when car started at ~ 5m.
other (specify)			
trucks on freeway ~500m	///		
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-10-74 HOUR: 1500 to 1600

OBSERVER: Nick Yatich PRECIPITATION (YES OR NO) NO TEMPERATURE: 78°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	III		75 dB @ 50m /
locomotive passby	III		
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Train passby @ 50'm	III		
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	THL II	THL II	65dB/61dB/74dB
subway			
road traffic	III THL II	THL III	71dB/71dB/76dB
other (specify)			
freeway @ 500 m.	THL THL III		
CONSTRUCTION:			
others (specify)			
Warehouse	/	/	73dB
machine across street	/	/	~2 acres (50m)

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-10-74 HOUR: 1600-1700 = 15 MIN.

OBSERVER: NICK YAUCH PRECIPITATION (YES OR NO) NO TEMPERATURE: 76°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	IIII IIII		
locomotive passby	IIII	III	60 (9) (2 min)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	III	III	6 6 (5)
subway			
road traffic	IIII II	IIII	7 (6) (5)
other (specify)			
FREEWAY	IIII	II	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-10-74 HOUR: 1700 TO 1800.

OBSERVER: NICK VALICH PRECIPITATION (YES OR NO) NO TEMPERATURE: 76°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	1		
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	II		
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSBY	II	II	60dB!
TRAIN HORN	II		2 @ max up to 83 dB 84 dB
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	THL THL I	THL THL I	60dB/70dB/70dB/74dB!
subway			
road traffic			
other (specify)			
FREEWAY	IIII		
DOG	II		
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Each aircraft pass is based for approx. 2.0 min. max. dBA is noted here.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-10-74 HOUR: 1800 to 1900

OBSERVER: Nick Kalick PRECIPITATION (YES OR NO) NO TEMPERATURE: 71°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	///	/	
retarder noise (car squeals)	//	//	
motor vehicles loaded (piggyback)	///	//	
locomotive passby	///	//	up to 60dB
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSING HORN	////	///	5 sec
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	////	////	2 sec
subway			
road traffic	////	////	
other (specify)			
FREEWAY			
MOTORCYCLE PASSING	//	//	10 sec
CONSTRUCTION:			
others (specify)			
DOG	///	///	many times

ADDITIONAL COMMENTS: 5 cars - talking with mother

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10 Oct 24 HOUR: 22

OBSERVER: PRECIPITATION (YES OR (NO)) TEMPERATURE: 60° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		(70 1 MIN)
locomotive idling	✓✓✓✓		5? III
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓		70 85
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: 70 - 85 car passing by trucks.

#5 tape beginning

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/10/74 HOUR: 23 thru 24

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 60° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓ ✓ ✓		55 62 63
locomotive idling	✓ ✓ ✓ ✓ ✓ ✓		// (20min at high 50's) // 60
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
horn of train			60
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
helicopter	✓		72
dogs barking (not on tape)			taken 1/4 of hour 23
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

#7 Tape

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/84 HOUR: 1 - 2

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 57°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓		11
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		1 (60 at 1:40)
locomotive idling	✓✓✓✓		1 (1:25) 1 (1 60+ 1:45) 1
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		(62 1:25)
subway			
road traffic	✓✓✓		1 (1:45 67)
other (specify)			
diesel horn			1 1:55
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

c# 6 Fare

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES 0000 - 0100

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 24 - 1 AM

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 60°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓ ✓ ✓		1 (12:05) 1 (60 - 12:25) 1
locomotive idling	✓ ✓ ✓		11 (12:30 - 60) (12:45 60)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓ ✓		60 (60 12:40)
subway			
road traffic	✓		64 (12:45)
other (specify)			
dogs	✓ ✓ ✓ ✓ ✓		30+ 90+, 75+ (12:20) 11
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:			

#3 Tape

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y – 4 DATE: 10/11/74 HOUR: 2 – 3

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 56°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		1
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓		1 (60) 1 (60)
locomotive idling	✓✓		11 (2:30 - 55)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
dogs	✓✓		90 + (2:20) 1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: very quiet except dogs

#9 Tape

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 4 DATE: 10 - 11 - 74 HOUR: 3 - 4

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 54°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		1
car impacts	✓		1
retarder noise (car squeals)	✓		1 (65 at 3:55)
motor vehicles loaded (piggyback)	✓✓		11
locomotive passby	✓✓		(65 to 60 1 min. 3:20) 1
locomotive idling	✓		1
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓		1
other (specify)			
dogs	✓✓		11
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

#10 Tape

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/78 HOUR: 4-5

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 51°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		1 (4:50 63)
locomotive idling	✓		1
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		1 (60 at 4:45
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

went out - two late for tape #11)
to eat

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 5 - 6

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 51°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓		//
locomotive idling	✓✓✓		// 60 / 5)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓✓		//
other (specify)			
dogs			//
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: noise up from 3-4 and 4-5 on average

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/79 HOUR: 7:00-8:00 AM

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 50°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		73dB-pk (.05 min)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
horn			(73dB pk) 60dB ave (5 min)
whistle			76 dB peaks (.1 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		70dB pk 65dB ave (.5 min)
subway			
road traffic	✓		102 pk (.1 min)
other (specify)			
truck	✓		90dB pk 63dB ave (2 min)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

TAPE #11 recorded

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-1 DATE: 10/11/74 HOUR: 8-9 AM

OBSERVER: Mary Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 52°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	60dB (1 min)
locomotive idling	✓	✓	56dB (1 min)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
whistle	✓		64 dB (.25 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	70dB pk 60 ave (.2½ min)
subway			
road traffic	✓		52dB ave (.1 min)
other (specify)			
dog	✓		70 dB pk (.1 min)
CONSTRUCTION:			
others (specify)			
truck	✓		58dB ave (.3 min)

ADDITIONAL COMMENTS:

TAPE #12 recorded

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-9 DATE: 10/11/74 HOUR: 9 AM-10 AM

OBSERVER: Nancy Bolman PRECIPITATION (YES OR NO) No TEMPERATURE: 56°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		51 dB
car impacts	✓		
retarder noise (car squeals)	✓		75 dB (.5 min)
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	✓		60 dB (1 min)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
white flag (Conrail) crossing	✓		Peak 66 dBA (1 min)
horn (1 blast)	✓		56 dB (2 min)
train			61 dB (1.5 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	70 dB-pk 65 dBave (6 min)
subway			
road traffic	✓		70 dB-pk
other (specify)	✓		66 dB 1 min
CONSTRUCTION:			
others (specify)			
general maintenance work	✓		
4 persons 1 truck			

ADDITIONAL COMMENTS: also 15 cars in train. Tire sound

TAPE #13 recorded

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/77 HOUR: 10AM-11AM

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 61°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)	✓		
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
truck	✓		79dB (1 min)
train (fast track)	✓		78dB (.25 min)
train	✓		64dB (2 min)
train	✓		66dB (3 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	70pk 66dB ave (4 min)
subway			
road traffic	✓		72pk 65dB ave (2 min)
other (specify) big semi	✓	✓	90pk 69dB ave (2 min)
dogs	✓		Many
CONSTRUCTION:			
others (specify)			
Parking area Street	✓		
ADDITIONAL COMMENTS:			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES.

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 11AM - 12PM

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 64°F.

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: went to get something to eat

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 1-4 DATE: 10/11/74 HOUR: 1300 - 14:00

OBSERVER: Nancy Ectman PRECIPITATION (YES OR NO) No TEMPERATURE: 69°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		
locomotive passby			56dB (1 min)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	75dB & under (5 min)
subway			
road traffic	✓		(1 car)
other (specify)			
car horns	✓		
CONSTRUCTION:			
others (specify)			
trucks loading	✓		58dB (3 min)

ADDITIONAL COMMENTS: Heavy railroad activity was the piggyback loading

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 1-4 DATE: 10/11/74 HOUR: 1400-1500

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 60°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	(65-70 dB)
retarder noise (car squeals)	✓	✓	
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(60 dB) (2 min) (150 m)
locomotive ~~idling~~ Passby	✓	✓ (3000 hp)	(62 dB) (100 m) (5 min)
refrigerator car idling 0			
speaker announcements			
other (specify; ex: maintainance)			
Horns	✓	✓	(70-85 dB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	
subway			
road traffic			7 HH (60-65 dB) (10 m)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/4/74 HOUR: 1500 - 16:00

OBSERVER: Jim Lawson PRECIPITATION (YES) OR NO TEMPERATURE: 60°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(3000HP)(30SEC)(100ft)(60dB)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			I - (70-80 DB)(3-5EC)
subway			
road traffic			III (65-70 DB)(15-SEC)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 16:00-17:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 55°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			11 (66dB) (150M) (3MIN)
locomotive idling			
~~refrigeration car~~ idling Locomotive			(57dB) (100-200M) (5 MIN)
speaker announcements			
other (specify; ex: maintainance)			
Locomotive Horns	✓	✓	10
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			11
subway			
road traffic			HH
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT I-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/79 HOUR: 17:00 — 18:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 50°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1 (3000 HP) (30 sec) (62 dB) (150 ft)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	/// (70-75 dB) (30 sec)
subway			
road traffic	✓	✓	// (15 sec) (60-65 dB)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 18:00-19:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 48°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1/ (4-3000 HP) (1504) (3470 HP) (GP38)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Lawnmower blows	✓	✓	/// (75-80 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			//// (70-75 DB) (ECCO)
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 1900—2000

OBSERVER: Jim Carso PRECIPITATION (YES OR NO) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		(4=3000)(150M)(3MIN)(58DB)
locomotive idling			(1=3000)(180ft)(1MIN)(60 dB)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	// (70-75 DB) (30SEC.)
subway			
road traffic	✓		/ (60-65)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 20:00 -21:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	11 (70 EQ dB) (10 sec)
subway			
road traffic	✓		
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 21:00 - 22:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	11 (1-3000) (400ft) (58dB) (1 HIGH)
locomotive idling	✓	✓	(1-3000 HZ) (100-150ft) (58-62 DB) (4 PAIR)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Locomotive Horns			(65-80 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	11 (60-70 DB) (30 SEC)
subway			
road traffic	✓	✓	(65 DB)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/11/74 HOUR: 2300 - 2400

OBSERVER: Jim Lawson PRECIPITATION (YES OR NO) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(4-3000 HP)(150ft)(80 dB)(3 min)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓	✓	
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR 0000 - 0100

OBSERVER: CLANTON PRECIPITATION (YES) NO) RAIN TEMPERATURE: 43°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓	✓	60 ‖
retarder noise (car squeals)	✓	✓	05
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	75 (2 3600hp) (4 min)
locomotive idling	✓✓		‖
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
horn of train	✓✓✓✓	✓✓✓	65 70 78 (0000:30) /
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓✓		61 ‖
subway			
road traffic	✓	✓	75
other (specify)			
car horn			70
siren	✓	✓	(61 0000:45)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: loud train at 0000:15 hours

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 0100 — 0200

OBSERVER: CCANTON PRECIPITATION (YES OR NO) rain TEMPERATURE: 42°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓ ✓ ✓	✓	11 62 (for 1 min) 1
locomotive idling	✓	✓	60 at change of hour
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
door closing to van	✓	✓	60+
train horn	✓ ✓	✓ ✓	62 60+
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
dog	✓		1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: some 47 dB at 0145 - not last evening 10/11 (RAIN?)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 0200 - 0300

OBSERVER: CLANTON PRECIPITATION (YES) OR NO) RAIN TEMPERATURE: 42°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓	11 (70 with dogs)
locomotive idling	✓✓✓	✓✓	60 (60 with dogs)
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
horn	✓✓✓ ✓✓✓	✓✓✓✓✓✓	65 59 62 (63 with dogs) L&R
dog	✓✓	✓✓	61 (90 at 0235) at 0255
car	✓✓	✓✓	1 (65 at 0257) 63
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: repeated barking 80-90 dB at 2:55 - 2:40; Repeated horns in 60 range and dogs in 70-90 range.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 0300 — 0400

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 42°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		1
subway			
road traffic	✓	✓	70+
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: some 46 dB ; quiet spell as was 3-4 last evening 10/11 —

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 4 DATE: 10 - 12 - 74 HOUR: 4:00 - 05:00

OBSERVER: CLANTON PRECIPITATION (YES) OR NO) slight TEMPERATURE: 42°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		1
locomotive passby	✓		1
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓		60
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: relatively quiet - any erratic noise by does heard

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 500 - 0600

OBSERVER: CLANTON PRECIPITATION (YES OR NO) Mist TEMPERATURE: 43°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓ ✓	✓	(1 min at 55-60 @ 0545) 1
locomotive idling	✓ ✓		1 1
refrigerator car idling	✓		1
speaker announcements			
other (specify; ex: maintainance)			
horn	✓		(5'35)
truck	✓	✓	5:40 at 60
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		(@ 57)
subway			
road traffic	✓ ✓	✓ ✓	(60 + 05:40) my car leaving
other (specify)			
door of van	✓	✓	(60 + 0520)
dogs	✓	✓	90 + at 0550
CONSTRUCTION:			
others (specify)			
			quite alot at end of hour

ADDITIONAL COMMENTS: rain picking up moderate possibly (50-51) 0505; fairly quiet except for door slamming at 5:20 & car 5:40

Switch engine approached/retreated 0755 am @800

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 0700-0800

OBSERVER: Sue Salgado PRECIPITATION (YES) OR NO) Rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	58 [illegible]
locomotive idling	✓	✓	59 [illegible]
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1
subway			
road traffic	✓	✓	1
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Ambient dB ~ 47 = 49-50 dB
Tom

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 0800-0900

OBSERVER: S Salyards PRECIPITATION (YES OR NO) Rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	4
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(63-4) 1
locomotive idling (switchengine)	✓	✓	11
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train horn	✓	✓	11
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1
subway			
road traffic	✓	✓	111
other (specify)			
dogs	✓	✓	11 (90?) 8:50 35
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Ambient 49-50, rain add 1-3.6

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Q-4 DATE: 10/12/14 HOUR: 0900-1000

OBSERVER: S Salgado PRECIPITATION (YES OR NO) Light drizzle Rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	1
car impacts	✓	✓	111
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1
locomotive idling Switcher engine	✓	✓	111 30sec
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
horns	✓	✓	111
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓✓✓✓	111-75-80dB 30sec 1111 45sec 35sec
subway			
road traffic	✓	✓	111 (1-3min) 1
other (specify)			
ADCo	✓		1 (1-2min)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Ambient 49-52 9th cars/ freq aeronautic engines

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 1000 - 1100

OBSERVER: S Salgado PRECIPITATION (YES OR NO) Rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1 1/2 3 min 30 sec
locomotive idling switch engines	✓	✓	III
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train horns	✓	✓	III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			15 sec 30 sec 45 sec 1 min
aircraft	✓	✓	I I I
subway			
road traffic	✓	✓	HH
other (specify)			
dogs			
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:			

ATTACHMENT I-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 1100-1200

OBSERVER: S Salvarda PRECIPITATION (YES) OR NO) Rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	HHT II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	IIII
locomotive idling pwr changing	✓	✓	HHT I
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
trash barge	✓	✓	II
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	4
subway			
road traffic	✓	✓	HHT I
other (specify)			
dogs			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Ambient 52-53 dB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/12/74 HOUR: 1200-1300

OBSERVER: S Salgado PRECIPITATION (YES OR NO) light rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling switch engines	✓	✓	I
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	𝍸 𝍸 𝍸 III
subway			
road traffic	✓	✓	I
other (specify)			
CONSYRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: 12[22] 2 cars down dammed finder miss, unusual number of airplanes

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-4 DATE: 10-12-74 HOUR: 1300 - 1400

OBSERVER: S McSmoor PRECIPITATION (YES) OR NO) light rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(68dB) 1 min
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	~30 sec (80dB)
subway			
road traffic	✓		(63dB)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: a number of trains went by + and 3 or 4 aircraft

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-12-74 HOUR: 14:00 - 15:00

OBSERVER: S McGregor PRECIPITATION (YES OR NO) light rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	✓		
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)	locomotive pushing some cars through yard 2:49		
train whistle from switcher			(72 dB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	(68.6) 20 sec
subway			
road traffic	✓	✓	(67 dB) 5 sec
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: 2 light aircraft, constant idle of locomotive idling on other side of train cars

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-4 DATE: 10-12-74 HOUR: 15:00 - 16:00

OBSERVER: S MacGregor PRECIPITATION (YES) OR NO) light rain TEMPERATURE: 44°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	(74 dB) 20 sec
subway			
road traffic			
other (specify)			
car starts up under meter	✓	✓	(72 dB) 2 min
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: rain get harder during hour, constant idle of train across the yard
car start up below meter

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-12-74 HOUR: 1600-1700

OBSERVER: S MacQuegin PRECIPITATION (YES OR NO) light rain TEMPERATURE: 43°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby 4 cars	✓	✓	2 min 65 dB (3600)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance) train whistle			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
4 aircraft at Logan Int'l	✓	✓	(737B) 30 sec
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: pretty much steady running at 4:45
4:55 car started up by maintenance

ATTACHMENT I-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-12-74 HOUR: 17:00 - 18:00

OBSERVER: S McGregor PRECIPITATION (YES OR NO) No TEMPERATURE: 43°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	5 (6dB) (3dB)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft 6 of dominate noise	✓	✓	(6 dB)
subway			
road traffic	✓	✓	(3 dB) (5 dB)
other (specify)			
CONSTRUCTION:			
others (specify)			
2 dozers backing	✓	✓	dozers on for about 5 minutes

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-12-74 HOUR: 18:00 - 1900

OBSERVER: S MacGregor PRECIPITATION (YES OR NO) TEMPERATURE: 45°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		
locomotive idling	✓	✓	
refrigerator car idling			5 to 10 minutes
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓	✓	(62 VPH)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-12-74 HOUR: 2225 - 2300

OBSERVER: Nick Yelich PRECIPITATION (YES OR NO) NO TEMPERATURE: 38°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSBY	✓		10 sec
HORN	✓✓✓		20 sec
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		
subway			
road traffic	✓✓✓		
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-12-74 HOUR: 2300 - 0000

OBSERVER: Nick Yelich PRECIPITATION (YES OR NO) NO TEMPERATURE: 38°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓	✓✓✓	60 dB/ passes last about 5 min sometimes
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSBY	✓✓✓✓	✓✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	
subway			
road traffic			
other (specify)			
FREEWAY	✓	✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-13-74 HOUR: 0000-0100

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE:

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	60 dB
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Train Passby	///	///	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	
subway			
road traffic			
other (specify)			
Tubmiller	✓	✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/15/94 HOUR: 2200-0320

OBSERVER: S Salgado PRECIPITATION (YES OR NO) No TEMPERATURE: 37°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	4 PAIRS
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Lights	✓	✓	CONSTANT
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	IIII
subway			
road traffic	✓	✓	I
other (specify)			
Dogs	✓	✓	4
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Ultrasonic equipment TTS powering the shelf 10 x 179 -

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-4 DATE: 10/12/74 HOUR: 0800-0900

OBSERVER: S Sadhya PRECIPITATION (YES OR NO) No TEMPERATURE: 42°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	1
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓	✓	1-35-38 1/2 = 10 min car not logged
~~train~~ locomotive passby	✓	✓	IIII
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Many horns	✓	✓	~~IIII~~ II
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III
subway			
road traffic	✓	✓	III
other (specify)			
Dogs	✓	✓	~~IIII~~ ~~IIII~~ II
Children (playing)	✓	✓	~~IIII~~ ~~IIII~~ II
Men	✓	✓	IIII
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: 3 ~~=~~ loading operations - at least 3 buyers/sellers between cars and cart 2 cars & trucks

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10/3/74 HOUR: 0900-1000

OBSERVER: S Salgado PRECIPITATION (YES OR NO)? TEMPERATURE: 48°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓	✓	1-5-55-13 = 25 min total
locomotive passby	✓	✓	1
locomotive idling	✓	✓	1
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Engine house	✓	✓	𝍸
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	𝍸
subway			
road traffic	✓	✓	𝍸
other (specify)			
[illegible]	✓	✓	𝍸
[illegible]	✓	✓	𝍸
CONSTRUCTION:			
others (specify)			
Metro station	✓	✓	1

ADDITIONAL COMMENTS: Loading operations began ~0830 continued throughout
all 25 minutes of observation

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 44 DATE: 10/13/94 HOUR: 1000 - 1100

OBSERVER: S Salyards PRECIPITATION (YES OR NO) TEMPERATURE: 57°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III
retarder noise (car squeals)	✓	✓	I
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	10 min) III
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Engine horn	✓	✓	IIII
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft		✓	IIII
subway			
road traffic	✓	✓	IIII
other (specify)			
Airport	✓	✓	IIII IIII I
Children on playground	✓	✓	IIII I
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-4 DATE: 10/13/79 HOUR: 1100-1200

OBSERVER: SS-Lynch PRECIPITATION (YES OR (NO)) TEMPERATURE: 61°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	𝍸 II
retarder noise (car squeals)	✓	✓	𝍸
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸
locomotive idling	✓	✓	1
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
trucks on road	✓	✓	𝍸
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	𝍸 𝍸 I
subway			
road traffic	✓	✓	𝍸 I
other (specify)			
Birds	✓	✓	𝍸 II
Blue Jays	✓	✓	II
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Set of locos 1 pass - low rev constant background noise from Durham Feed mill; chicken transport cars to dock 11⁴⁵, 11⁴⁵ log handling

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-4 DATE: 10/13/14 HOUR: 1200-1300

OBSERVER: S.S. Ugarde PRECIPITATION (YES OR (NO)) TEMPERATURE: 62°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	11
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1
locomotive idling	✓	✓	1
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
engine brake	✓	✓	1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	11
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-4 DATE: 10/12/74 HOUR: 1300 - 1400

OBSERVER: [redacted] PRECIPITATION (YES OR (NO)) TEMPERATURE: 66°

S McGregor

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	1315-55 abandon
car impacts	✓	✓	abandon
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train whistle	✓	✓	13:32
switcher working	✓	✓	13:35 - 13:55
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1114 (BOJR) many
subway			
road traffic	✓	✓	0
other (specify)			
2 dogs under motor barking	✓	✓	
lady walking by meter	✓	✓	(60 dB)
motorcycle	✓	✓	1341 dB -1358
CONSTRUCTION:			
others (specify)			
siren at 1329	✓		

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-13-74 HOUR: 14:00 - 15:00

OBSERVER: S MacGregor PRECIPITATION (YES OR NO) TEMPERATURE: 86°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	2 min
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	many
subway			
road traffic	✓	✓	"
other (specify)			
car door slamed below meter	✓		
boys talking playing	✓	✓	"
dog barking	✓	✓	"
CONSTRUCTION:			
others (specify)			
men talking	✓	✓	"

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: T-4 DATE: 10-13-74 HOUR: 15:00 - 16:00

OBSERVER: S MacSwayne PRECIPITATION (YES OR NO) TEMPERATURE: 66°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1 (62 dB) - (2600 hz)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train whistle	✓		
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III
subway			
road traffic	✓		
other (specify)			
car door slammed below meter	✓	✓	III
boy talking	✓		
motorcycle	✓	✓	I
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-13-74 HOUR: 16:00 - 17:00

OBSERVER: S McGregor PRECIPITATION (YES OR (NO)) TEMPERATURE: 66°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	II 2 minutes (64 JIB) (3600 ft)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	fighter (71dB) @ DC-10-2
subway			
road traffic	✓	✓	1 diesel truck
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: 8 prop powered aircraft planes flew over

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-4 DATE: 10-13-74 HOUR: 17:00 - 18:00

OBSERVER: S McBurney PRECIPITATION (YES OR (NO)) TEMPERATURE: 64°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			many jets
aircraft	✓	✓	DC-10 (6100)
subway			
road traffic	✓	✓	1
other (specify)			
car door slam	✓		
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-14 DATE: 10-13-74 HOUR: 18:00 - 19:00

OBSERVER: S MacGregor PRECIPITATION (YES OR (NO)) TEMPERATURE: 62°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	4 engines 1 minute
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	~30 sec
subway			
road traffic			
other (specify)			
dog barking	✓	✓	11
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-9 DATE: 10/14/74 HOUR: 7:00-8:00

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) YES TEMPERATURE: 33°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (niggyback)			
locomotive passby	✓		//
locomotive idling	✓		20 min
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
[illegible]	✓		///
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		///
subway			
road traffic	✓		///
other (specify)			
[illegible]	✓		/
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/14/74 HOUR: 1700 - 1800

OBSERVER: [illegible] PRECIPITATION (YES OR (NO)) TEMPERATURE: 45°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	(50 DB) (50 17)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	✓		
refrigerator car idling			
speaker announcements	✓	✓ 11	(65 DB)
other (specify; ex: maintainance)			
Horns	✓	✓	III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓ 11	(70-75 DB) (30 SEC)
subway			
read traffic	✓	✓	
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/14/74 HOUR: 15.00 - 1900

OBSERVER: J. M. Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 45°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	
retarder noise (car squeals)			
~~motor vehicles loaded (piggyback)~~ Locomotive	✓	✓	(1 surfaced)(59 DB)(1 min)(LC 17)
locomotive passby	✓	✓	3 (3000 HP)(70 DB)(30 SEC)(15-17)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
Horns	✓	✓	1 (10 sec)(70 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓ III	(60 DB)(30 SEC)
subway			
read traffic			
other (specify)			
Truck Horns	✓	—	(65 DB)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/14/74 HOUR: 19:00-20:00

OBSERVER: J. a Lawson PRECIPITATION (YES OR NO) TEMPERATURE: 40°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	(65-70 DB)
retarder noise (car squeals)	✓	✓	
~~motor vehicles loaded (piggyback)~~	✓	✓	(3-3000ft) (65-70DB) (2 min) (50ft)
locomotive passby	—	✓	II (60DB) (100ft) (2 min)
~~locomotive idling~~ Passby		II	(60DB) (100ft) (3 min)
refrigerator car idling			
speaker announcements	✓	✓ III	(65 DB) (200ft)
other (specify; ex: maintainance)	—	—	(60 DB)
~~Horns~~	—	—	III (80 DB) (5 sec)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓ IIII	(60DB) (30sec)
subway			
road traffic	✓	✓	
other (specify)			
~~Automobile Horns~~	✓	✓	Upto (70 DB) - From Nearby Belle Courage Boulevard The Usual
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: THERE WAS MORE ACTIVITY IN THE YARD AT ABOUT 5PM

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/14/75 HOUR: 2000 -2100

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 42°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓ IIII	(85 DB) (10 ") (75 DB) (10 MIN)
retarder noise (car squeals)			
~~motor vehicles loaded (piggyback)~~ Locomotive	✓	✓	(65-70 dB) (75') (45 MIN)
locomotive passby	✓	✓	(75-80 (3 MIN) (10 ") (3-3600 HP)
locomotive idling	✓	✓ III	(57 DB) (2 MIN) (75')
refrigerator car idling			
speaker announcements	✓	✓ III	(62 DB)
other (specify; ex: maintainance)			
Locomotive Horns	✓	✓ IIIIIII	(Up to 80 DB) (300')
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓ III	(65 DB (3 PSEC)
subway			
road traffic	✓	✓	(60 DB)
other (specify)			
Automobile Horns	✓	✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: THERE WAS ALSO CONSTANT ACTIVITY IN THE SWITCHING YARD, SOME OF WHICH I WAS UNABLE TO TELL WHAT IT WAS.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/14/74 HOUR: 21:00 - 22:00

OBSERVER: J. M. Larson PRECIPITATION (YES OR NO) TEMPERATURE: 40°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	
car impacts	✓	✓ // 10#	(Opt. 70 DB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby		//	(70 DB) (150M) (3 MIN)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓ ///	(Opt. 65DB)
other (specify; ex: maintainance)			
Loco Motor Horns	✓	✓ //	(65-70)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓ ///	(65 DB) (30 SEC)
subway			
road traffic	✓	✓	(60 DB)
other (specify)			
Horns - Trucks	✓	✓ ///	(60-65 DB)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General Noise level from the switching yard was about 55 DB for 20 min.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 12/14/74 HOUR: 2200 - 2300

OBSERVER: Nick Yelich PRECIPITATION (YES OR ~~NO~~) TEMPERATURE: 39°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓ 11	(65-70 DB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓	✓✓✓✓	(82 DB) (2 MIN) (150 M)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓ 1	(60-62 DB)
other (specify; ex: maintainance)			
Horns	✓✓✓	✓✓✓ 11	(up to 70 DB) 68 DB
Train Passby	✓✓	✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		
subway			
road traffic	✓✓	✓	
other (specify)			
Horns Trucks	✓✓	✓✓ 11	(60 DB)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/14/74 HOUR: 2300-0000

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 40°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	////	////	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSBY	////	////	74dB/ 1min upto 82dB/
HORNS	//	//	75dB/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	/	/	74dB/
other (specify)			
TRUCK HORN	/	/	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: TRAINS HERD IN BACKGROUND THROUGHOUT THE HOUR.

ATTACHMENT T-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 0000-0100

OBSERVER: NICK YALICH PRECIPITATION (YES OR NO) NO TEMPERATURE: 39° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓	✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASS	✓✓✓✓✓	✓✓✓✓✓	35 min
HORN	✓✓	✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 0100 - 0200

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 39° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	//// ////	//// ////	
retarder noise (car squeals)	//	//	
motor vehicles loaded (piggyback)			
locomotive passby	//	//	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASS	////	////	64dB/62dB
HORNS	/		
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 0200 - 0300

OBSERVER: Nick Yalch PRECIPITATION (YES OR NO) NO TEMPERATURE: 40°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓	✓✓✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
TRAIN PASS	✓✓✓✓	✓✓✓✓	90 @ 86 dB(A)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Background of train last most of the time

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 0300 - 0400

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) N/O TEMPERATURE: 40°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	
car impacts	✓✓✓	✓✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASS	✓✓✓✓	✓✓✓✓	60dB
HORN	✓✓	✓	80dB
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: MUCH CONTINUOUS ACTIVITY -

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 0400 - 0500

OBSERVER: Nick Valich PRECIPITATION (YES OR NO) NO TEMPERATURE: 40°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	///	///	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	////	////	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSING HORN	/////	/////	6 SEC/ 60dB/ 6128/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: GENERAL RR ACTIVITY THROUGHOUT HOUR

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 0500 - 0600

OBSERVER: Nick Yelich PRECIPITATION (YES OR NO) NO TEMPERATURE: 39°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	///	///	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSBY	////	////	60dB/63dB
HORNS	//	//	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-5 DATE: 10/15/74 HOUR: 0700-0800

OBSERVER: SCalyarde PRECIPITATION (YES OR NO) TEMPERATURE: 38°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
Locomotive horn	✓	✓	HK THK III (20 at R2 & R3 & 3-1, one at R1, (2 at R7)
Track gauge	✓	✓	III
Det Rail maintenance	✓	✓	II
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	N/A III
subway			
road traffic	✓	✓	III
other (specify)			
Car Hauler horn	✓	✓	1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: mild w. winds (max 10) Det Rail workers in process of cleaning out = noise considerable breeze intermittent; constant highway noise. Aircraft may be same plane observed from other station. Det Rail workers gone by 7:30.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/15/74 HOUR: 0800 - 0900

OBSERVER: S. Salvado PRECIPITATION (YES OR (NO)) TEMPERATURE: 43°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	1
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
Reversing horn	✓	✓	
train passby	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	-	
subway			
road traffic	✓	✓	
other (specify)			
N.E. Bell maintenance	✓	✓	1
Jamaica Railroad	✓	✓	1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/15/74 HOUR: 0900 - 1000

OBSERVER: S Saligardo PRECIPITATION (YES OR (NO)) TEMPERATURE: 48°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			9
car impacts	✓	✓	1 III
retarder noise (car squeals)	✓	✓	~~1~~ 1
motor vehicles loaded (piggyback)			
locomotive passby 1 train passing	✓	✓	III
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
locomotive horn	✓	✓	~~HH~~ ~~HH~~ ~~HH~~ 10' standard hear 4-5 occurs
maintenance	✓	✓	1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:	✓	✓	~~HH~~ ~~HH~~ ~~IIII~~ 4 aircraft
aircraft	✓	✓	4
subway			
road traffic — background traffic	✓	✓	III
other (specify) 0 & Bus			
emergency siren	✓	✓	1
Vehicle	✓		II
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: heavy duty truck passing (idling) 0.5 min each

ATTACHMENT T-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-S DATE: 10/15/74 HOUR: 1000-1100

OBSERVER: S Salgado PRECIPITATION (YES OR NO) TEMPERATURE: 56°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	4+-11
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	11
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	1111 1111
other (specify; ex: maintainance)			
Locomotive horns	—	—	1111 1111 1111
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1111 1
subway			
road traffic	✓	✓	111
other (specify)			
Bulldozer then pickup truck by	✓	✓	1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Amplitude pulsating signal - identify each as 1000 cps sine duration 5 sec each 11 1111 1111

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/15/74 HOUR: 1100-1200

OBSERVER: S Salyards PRECIPITATION (YES OR NO) TEMPERATURE: ~66°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	~~HH~~ ~~HH~~ ~~HH~~ III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	III
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	~~HH~~ IIII
other (specify; ex: maintainance)			
"Transition Trains"	✓	✓	IIII ~~HH~~ ~~HH~~ ~~HH~~ II
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	~~HH~~ ~~HH~~ IIII
subway			
read traffic	✓	✓	~~HH~~ ~~HH~~
other (specify)			
CONSTRUCTION:			
others (specify)			
High pitched beep-noise?			~~HH~~ ~~HH~~ I

ADDITIONAL COMMENTS: cars [illegible] + Northbath - cars also appear to be ~1/2 mile

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: DATE: HOUR: 1200-1300

OBSERVER: PRECIPITATION (YES OR NO) TEMPERATURE: 78°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	I
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	II
other (specify; ex: maintainance)			
Locomotive horn	✓	✓	IIII
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES Analog Tape #1

SITE NUMBER: Y-5 DATE: 10/15/74 HOUR: 1300-1400

OBSERVER: SSaligaris PRECIPITATION (YES OR NO) TEMPERATURE: 78°

Train hour dB
S1
S4
S3
S9

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby + train passby	✓	✓	III
locomotive idling			
refrigerator car idling			
speaker announcements not picked			IIII
other (specify; ex: maintainance)			
Locomotive horns	✓	✓	~~IIII~~ IIII
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	X IIII
subway			
road traffic	✓	✓	III
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Ambient ~50dB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 10/15 HOUR: 1700 - 1800

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 68°

40 conversions 222.25... until 2nd restroom +28 000

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	/		1 } 2 transient
retarder noise (car squeals)	√		1 } at 29°303
motor vehicles loaded (piggyback)			
locomotive passby	√√	√√	(65-70) (87) ** notes
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Maintenance horns	√√√√	√√√√	111 at 33300 for example of
Train horn	√√	√	(70 at distance) 75 frequency
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	√√√√√√	√√√√√	19 64 66 √
subway			
road traffic	√√√√	√	111 * high from starting car
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: * series of 3 starting engine attempts at 5:30 - next to # noise receiver (could be very high) ** one train missed while gone

ATTACHMENT T-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 1800 - 1900

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 61°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓	✓✓✓	68 70 65
retarder noise (car squeals)	✓		72
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓	55-60 (60-75) 78 7
locomotive idling	✓✓✓		60 (55-60) 1
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train horn (1)	✓✓✓✓✓✓	✓✓✓✓✓	1 1 70 (86 repeated) 67 65 76
CONTINUED (2)	✓✓ ✓✓✓	✓✓	1 1 77 68 1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓✓✓✓✓	✓✓	65 1 62 63 71
subway			
road traffic			1
other (specify)			
dropped steel pipes	✓	✓	66
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: prolonged 55-60 from idling of train (last one-half hour)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 1900-2000

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 54°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	√√√√√√	√√√	1170 1 67 65 69
car impacts	√√√√√√√√	√√√√ /√√	70 80 81 1 74 73 72 111 1
retarder noise (car squeals)	√√√√√	√√√√	1 73 72 74 1
motor vehicles loaded (piggyback)			
locomotive passby	√√√√√	√	1116 5 1
locomotive idling	√		*
refrigerator car idling			
speaker announcements	√		65
other (specify; ex: maintainance)			
horn	√√√√	√√√	68 (72 repeated) 70 1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	√√√√√	√	1165 1168
subway			
road traffic			
other (specify)			
car passing and horn	√√√√√	√√	66 63 1 70 75
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: hour beginning STILL has idling 55 to 60+ — continued through hour

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 10 - 15 HOUR: 2000 - 2100

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 50°

cut for break - fairly constant; noises missed can be determined by previous data	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	√√√√	√√	11 (10-75 seconds) 70+
retarder noise (car squeals)	√		1
motor vehicles loaded (piggyback)			
locomotive passby	√√√√	√	1183 1
locomotive idling	√		*
refrigerator car idling			
speaker announcements	√		1
other (specify; ex: maintainance)			
horn	√√ √√√√	√√ √	11 79 81 1 (repeated)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	√√		1
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: constant yard noise 55 - 60 +;

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15 HOUR: 2100 - 2200

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	√		I
car impacts	√√√√√√	√√√√	III (170 close to others in dB) II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	√√	√	(65-72 15 seconds) I
locomotive idling	√		
refrigerator car idling			
speaker announcements	√		I
other (specify: ex: maintainance)			
train horn	√√√√	√√	I (81 5 seconds) (75-81) I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
maintenance truck horn	√√√√√√√√√		IIIIIIIII all short beeps
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: mainline very average 57-60

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-15-74 HOUR: 2200 - 2300

OBSERVER: CHANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 48°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	√	√	I
car impacts	√√√√√√	√ √	II (1 loud short) (1 loud) II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)		√	
locomotive passby	√	√	(72 60 seconds)
locomotive idling	√		*
refrigerator car idling			
speaker announcements	√		II
other (specify; ex: maintainance)			
train horns	√√√√√√√√	√	74 III II II (71)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	√	√	71
subway			
road traffic			
other (specify)			
truck maintenance horn	√√√√	√√√√	III 84 short beep
maintenance crew noise	√	√	66
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: idling continued around 60 dB along with other noises

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 10 - 15 HOUR: 2300 - 2400

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	√ √		III
retarder noise (car squeals)	√		63
motor vehicles loaded (piggyback)			
locomotive passby	√ √ √	√ √ √	(13 1 minute) (86 1 min) (1 1 min)
locomotive idling	√		
refrigerator car idling			
speaker announcements	√		0
other (specify; ex: maintainance)			
Train Horn	√ √ √ √ √ √ √	√ √ √ √ √	1 70 1 (Freeway) 75 III 78
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
read traffic			
other (specify)			
Truck			
maintenance	√	√	70
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: #1 Yard noise constant 59 - 60 dB (idling in distance); more quiet

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 10 - 16 HOUR: 0000 - 0100

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 45°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	√		ridge up to impact
car impacts	√√√√√√√	√	IIII (1 loud) II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	√√		II
locomotive idling	√		* in distance as was case all evening not too discrete 0
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train horn	√√√√	√	IIII
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
truck			
maintenance			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: 57 - 60 dB constant fluctuation 3-4 decibels by various yard noises & truck in distance : QUIET!

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y – 5 DATE: 10-16 HOUR: 6:45-7:00

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 35°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	III (3m.a)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
whistle	✓	✓	IIII
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		II
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Also heard several whistle sounds & noise of automobiles on road signal.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-11a HOUR: 0700-0800

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 36°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸 I 82dB peak
locomotive idling	✓		
refrigerator car idling			
speaker announcements	✓		II
other (specify; ex: maintainance)			
whistle	✓	✓	𝍸 𝍸 II 93 peak
			# of signals and individual toots
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		III 69 peak
subway			
road traffic	✓		𝍸 𝍸 II either 2 counters started)
other (specify)			
CONSTRUCTION:			
others (specify)			
impacts	✓		II

ADDITIONAL COMMENTS: Impact amount of road traffic was due to the Sportsmen Billiards having [illegible] for moving jobs.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-16 HOUR: 0800-0900

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 43°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		III
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	III
other (specify; ex: maintainance)			
whistle	✓	✓	~~IIII~~
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	~~IIII~~
subway			
road traffic	✓		~~IIII~~
other (specify)			
hammering (impacts)	✓		I 74dB peak (2 minutes)
bum model type machine	✓		II ~~74dB peak (2 minutes)~~
CONSTRUCTION:			
others (specify)			
truck	✓		III

ADDITIONAL COMMENTS: one of the car impacts was particularly the peak dB of the hour

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-16 HOUR: 0900-1000

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 54°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	IIII
car impacts	✓	✓	III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		
locomotive passby	✓	✓	TNN @ 82dB peak
locomotive idling			
refrigerator car idling			
speaker announcements	✓		II
other (specify; ex: maintainance)			
whistle	✓	✓	THL III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	HH THL
subway			
road traffic			
other (specify)	✓		THL
push machine cart	✓		I
horn	✓		II
			I
CONSTRUCTION:			
others (specify)			
truck	✓	✓	THL

ADDITIONAL COMMENTS: I hear the presence of trains (I think) but could not see any so the marked ones are the ones that I saw.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-16 HOUR: 1000-1100

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 66°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		//
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Whistle	✓		//
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		//
subway			
road traffic	✓		////
other (specify)			
garbage collection	✓	X	//
Loading	✓	X	//
beep	✓		/
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

went on break for 1/2 hour

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-16 HOUR: 1100-1200

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 68°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		III
car impacts	✓	✓	IIII
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	IIII II
locomotive idling			
refrigerator car idling			
speaker announcements	✓		IIII
other (specify; ex: maintainance)			
whistle	✓		I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		III
subway			
road traffic	✓	✓	IIII III (66dB peak)
other (specify)			
idling truck in packing lot	✓		I (57dB)
Starting machinery	✓	✓	I 1½ min (52dB)
CONSTRUCTION:			
others (specify)			
loading	✓		III

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-16 HOUR: 1300 - 1400

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 80°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸 𝍸 (81dB peak)
locomotive idling			
refrigerator car idling			
speaker announcements			II
other (specify; ex: maintainance)			
whistle	✓	✓	𝍸 𝍸
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	𝍸 𝍸 72 dB peak
subway			
road traffic	✓		𝍸 I 64dB peak
other (specify)			
horn	✓		II
starting machinery in parking lot	✓		I 72dB (1½ minutes)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/16/74 HOUR: 1400-1500

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 74°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III (60-65 DB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	IIII II (60-75 DB) (1-2 min) (150 ft)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	III (65 DB)
other (specify; ex: maintainance)			
Horns	✓	✓	IIII (up to 80 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	IIII I (65-70 DB) (30 sec)
subway			
road traffic	✓	✓	IIII (60-65 DB)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/16/74 HOUR: 15.00 - 1600

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 76°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	III (up to 84 DB) (25M)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	I (60 DB)
other (specify; ex: maintainance)			
Horns	✓	✓	II (up to 70 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III - (65-70 DB)
subway			
road traffic	✓	✓	IIII (60-70 DB)
other (specify)			
Horns	✓	✓	up to (60 DB)
CONSTRUCTION: ROAD WORK	✓	✓	IIII 55 DB
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/10/74 HOUR: 16:00 - 17:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 70°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN.) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	III up to 82 DB (1-2 min) (50 ft)
locomotive idling			
refrigerator car idling			
speaker announcements	✓		III (60 DB)
other (specify; ex: maintainence)			
Horns	✓	✓	II - (60-70 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III IIII (65-70 DB) (30 sec)
subway			
road traffic	✓		IIII (60 DB)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/10/74 HOUR: 1700 -1800

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 70°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	//// (65-70 dB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		//// (65-70) (1-3 min) /// (70-75 dB)
locomotive idling	✓		/
refrigerator car idling			
speaker announcements	✓		// (62 dB)
other (specify; ex: maintainance)			
Horns			//// (up to 75 dB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	//// (65 dB) (30 sec.)
subway			
road traffic	✓		////
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/16/74 HOUR: 1500 -- 1900

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 68°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	IIII 70dB - 75 dB
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	IIIIIII (60-75dB) (1-3 min)
locomotive idling			
refrigerator car idling			
speaker announcements	✓		II 62 DB
other (specify; ex: maintainance)			
trains	✓	✓	IIII III 70 - 75 DB
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III (65-70dB) (30sec)
subway			
road traffic	✓		III
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/10/74 HOUR: 19:00 - 20:00

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 62°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	Pow	Eff	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)	Switch		
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT I-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/16/74 HOUR: 2040 - 2100

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 69°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	III (60-65 dB) (60M) (1-2MW)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	I (62 dB)
other (specify; ex: maintainance)			
Horns	✓	✓	III (upto 70 dB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	I (65 dB) (30 sec)
subway			
read traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/16/74 HOUR: 21:00 - 22:00

OBSERVER: J. M. Larson PRECIPITATION (YES OR NO) TEMPERATURE: 58°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			IIII (up to 70)
retarder noise (car squeals)	✓	✓	65 DB
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	IIII (60-65) (50-75 M)
locomotive idling			
refrigerator car idling			
speaker announcements			II (66 DB)
other (specify; ex: maintainance)			
Horns	✓	✓	II (up to 70 DB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		
subway			
road traffic	✓		
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: General noise level was about 57 DB for entire period - Coming mostly from the R.R. yard.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-16-74 HOUR: 2200 - 2300

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 56°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓	✓✓✓	
retarder noise (car squeals)	✓		
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORN	✓	✓	
TRAIN PASSBY	✓✓✓	✓✓✓	80dB @ 20m. / 70dB
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
HORN	✓✓	✓✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-16-74 HOUR: 2300 - 0000

OBSERVER: Nick Yablick PRECIPITATION (YES OR NO) NO TEMPERATURE: 53°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	////	////	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	////	////	76dB/
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	////	////	74dB/ 77dB/
TRAIN PASSBY	////	////	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
HORNS	/	/	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-84 HOUR: 0000-0400

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 50°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	////	////	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	///	///	
locomotive idling			
refrigerator car idling			
speaker announcements	/	/	
other (specify; ex: maintainance)			
TRAIN PASSBY	////	////	
HORNS	//////	////	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 0100 - 0200

OBSERVER: Nick Yabick PRECIPITATION (YES OR NO) NO TEMPERATURE: 50°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	
retarder noise (car squeals)	✓	✓	
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	✓	✓	
TRAIN PASSBY	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
POLICE SIREN	✓		
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Activity throughout the entire hour.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 0200 - 0300

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 50°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓	✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSBY	✓✓	✓✓	
HORNS	✓✓	✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: CONTINUOUS ACTIVITY

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 0300 - 0400

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 50°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)	✓	✓	
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓✓	✓✓✓✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
TRAIN PASSING	✓✓✓✓✓✓	✓✓✓✓✓✓	7@8 @ 20m/
HORNS	✓✓✓✓✓	✓✓✓✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 0400 - 0500

OBSERVER: Nick YALICH PRECIPITATION (YES OR NO) NO TEMPERATURE: 50°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	///	///	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
TRAIN PASSING HORNS	✓✓✓	✓✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: GENERAL ACTIVITY IN BACKGROUND

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 0500-0600

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 46° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	
car impacts			
retarder noise (car squeals)	✓	✓	
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓	✓✓✓✓	66dB1
locomotive idling			
refrigerator car idling			
speaker announcements	✓✓✓	✓✓✓	VERY SHORT!
other (specify; ex: maintainance)			
TRAIN PASSBY	✓✓✓✓✓	✓✓✓✓✓	62dB for 10 min.+!
HORNS	✓✓✓✓✓	✓✓✓✓✓	74dB!
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	
subway			
road traffic	✓	✓	
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/74 HOUR: 0700 - 0800

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III (up to 73dB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	IIII (65-70DB)(1-3 MIN)(68-100ft)
locomotive idling			
refrigerator car idling			
speaker announcements	✓		II (62 DB)
other (specify; ex: maintainance)			
Horns	✓	✓	IIII (Ave 67 DB) (High 73 DB)
Railroad maintenance track	—	—	I 65 DB
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III (Ave 65 DB) (30 sec.)
subway			
road traffic	✓		III
other (specify)			
Birds - meadowlark	✓		III Not a high of 73 DB
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: A noise level of 60 dB was sustained throughout the hour most of which came from the switching yard.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/24 HOUR: 0300 -0900

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 50°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			IIII - (65-70 dB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		IIII (Light 55 dB) (Acc 6700) (1-3 min)
locomotive idling			
refrigerator car idling			
speaker announcements	✓		II - (60-630)
other (specify; ex: maintainance)			
Horns	✓	✓	IIII (66-75 dB)
Buzzer	✓		III (1 min) (60-64 dB)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	II (72 dB)
subway			
road traffic	✓		////
other (specify)			
Truck Horns			IIII (60 dB) (20M)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/74 HOUR: 0900 - 1000

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 56°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	𝍸 I up to 74dB
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	II (65-70 dB) (2 min) (25 m)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	II (60-63 dB)
other (specify; ex: maintainance)			
Horns	✓	✓	𝍸 (73 dB MAXIMUM)
Rotating Buzzer	✓	✓	𝍸 (53-63 dB) (1 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		II (65 dB) 30 sec
subway			
road traffic	✓		III up to 60 dB
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/74 HOUR: 1000 — 1100

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 60°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	—	—	1
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			1HH (73 DB MAX) (AVE 65-70) (80--100 M)
locomotive idling			III (58 DB) (200 M)
refrigerator car idling			
speaker announcements	—		II (60-63 DB)
other (specify; ex: maintainance)			
Horns	—	—	1 THH (UP TO 70 DB)
Pulsating Buzzer	—	—	THH/III (58-65 DB) (1 MIN)
Maintenance Equip.			1 GEN DB
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	—		
subway			
road traffic	—	—	IIII
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/74 HOUR: 1100 -1200

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 75°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	/	/	III (73 DB MAX)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	/		III (65-70 DB) (1-3 MIN) (25 FT)
locomotive idling			
refrigerator car idling			
speaker announcements	/	/	III (64 DB MAXIMUM)
other (specify; ex: maintainance)			
Horn	/	/	IIII (65-75 DB)
Reversing Buzzer	/	/	III (60-65 DB) (1 MIN)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	/	/	II (65 DB) (30 SEC)
subway			
road traffic	/		IIII
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/74 HOUR: 1200-1300

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 75°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

CALCULATOR FAILURE

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/74 HOUR: 1300 - 1400

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 80°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			𝍸 I (up to 75 dB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸 I (75 dB MAXIMUM)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	III 62 dB
other (specify; ex: maintainance)	✓	✓	𝍸 III 65 dB
HORNS			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			I
subway			
road traffic	✓	✓	𝍸 I (60-65 dB)
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: CONSTANT "TRANSMISSION" ABOUT (400 ft away

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/17/74 HOUR: 1400 - 1500

OBSERVER: Nick Yalich PRECIPITATION (YES OR (NO)) TEMPERATURE: 82°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	III
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	✓✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	
subway			
road traffic	✓✓	✓	I
other (specify)			
			PERIODIC 'BEEPING TONE' 60dB)
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES (1500 - 1600)

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR:

OBSERVER: Nick Valich PRECIPITATION (YES OR NO) NO TEMPERATURE: 82°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓	✓✓✓✓	86dB/80dB1
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
HORN	✓✓	✓✓	67dB/64dB/65dB1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓✓	✓✓	
other (specify)			
			BEEPING OF GRADER
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Visitor to Site

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 1600-1700

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 82°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓✓	✓✓✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓✓	65dB/24dB/
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	✓✓✓✓	✓✓✓✓	73dB/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓✓✓✓✓	✓✓✓✓	65dB/
subway			
road traffic			
other (specify)			
HORNS	✓✓✓✓✓	✓✓✓✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 1700 - 1800

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 82°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓✓✓✓	✓✓✓✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓	✓✓	65dB/82dB
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
HORNS	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓✓	✓✓	
subway			
road traffic			
other (specify)			
HORNS	✓✓	✓✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 1800-1930 (-30 min break)

OBSERVER: Nick Kalich PRECIPITATION (YES OR NO) No TEMPERATURE: 70°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓✓✓	✓✓✓	63dBA
subway			
road traffic			
other (specify).			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 1900-2000

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 53°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓✓	✓✓✓✓	
retarder noise (car squeals)	✓	✓	
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓✓	✓✓✓✓✓	67dB/68dB/70dB/
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
HORNS	✓✓✓✓✓	✓✓✓✓✓	77dB/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓✓	✓✓	63dB/61dB/
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 2000 - 2100

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 60°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓✓✓	✓✓✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements	✓✓	✓	
other (specify; ex: maintainance)			
HORNS	✓✓✓✓	✓✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓		
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 2100-2200

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 58°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓✓	✓✓✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓✓	✓✓✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements	✓		
other (specify; ex: maintainance)			
HORNS	✓✓✓✓	✓✓✓✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	62 dB)
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-74 HOUR: 2200-2300

OBSERVER: CLANTON PRECIPITATION (YES OR NO) No TEMPERATURE: 58°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)	✓	✓	73
motor vehicles loaded (piggyback)			
locomotive passby	✓✓	✓✓	68 72
locomotive idling	✓		/
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train horns	✓✓✓	✓✓✓	66 71 67
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		/
subway			
road traffic			
other (specify)			
maintenance truck	✓✓✓✓✓✓✓✓✓✓		////////////
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-17-64 HOUR: 2300 - 2400

OBSERVER: CLANTON PRECIPITATION (YES OR NO) NO TEMPERATURE: 52°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		1
car impacts	✓✓✓✓✓✓	✓✓	1111
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓	✓	70 1
locomotive idling	✓✓✓		(15 minutes +) 11 * loud
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train noise	✓✓ ✓✓✓✓✓	✓✓✓✓	1 (76 repeated) (77 + 111) 11 (1 loud) 1 *
" " continued	✓✓✓✓		1 76 75 (77 repeated)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
maintenance truck			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Quite an active hour (hours of trains)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 0000 - 0100

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 50°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		1
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	✓✓	✓	1 67
refrigerator car idling			
speaker announcements	✓✓✓		11 63
other (specify; ex: maintainance)			
Train horn	✓✓✓	✓✓	1(170)1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		63
subway			
road traffic			
other (specify)			
door slamming	✓	✓	70
maintenance truck			
CONSTRUCTION:			
others (specify)			
shots of some kind (3)	✓	✓	(78 at 35000 area)

ADDITIONAL COMMENTS: quiet at first of hour; prolonged 63-4 dB at 32000 by undetermined motor sound; overall → quiet

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 0100 - 0200

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 48°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓✓	✓✓	III (last two together)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(68 and below)
locomotive idling	✓✓✓	✓	I (63-66) I
refrigerator car idling			
speaker announcements	✓✓✓	✓✓	65 69 I
other (specify; ex: maintainance)			
train horn	✓✓✓✓✓✓✓	✓ ✓ ✓	IIII (67 prolonged) II
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: little locomotive movement

ATTACHMENT I-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 0200 - 0300

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 48°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	√√√√√√√√√	√√√√√√√√	64 72+ II 76 IIIII
retarder noise (car squeals)	√		64
motor vehicles loaded (piggyback)			
locomotive passby	√	√	(71 near)
locomotive idling	√		(61-62)
refrigerator car idling			
speaker announcements	√		1
other (specify; ex: maintainance)			
train horns	√√	√√	(65 repeated) 72 68
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: numerous loud impacts

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 12 - 18 - 74 HOUR: 0300 - 0400

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 50°F (+2°)

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	√√	√√	//
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	√√ //	√√	30 65
locomotive idling	√√√//	√√	//66/
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
horns of train	√√√√√	√ √√√√	(66 repeated) 72 / 65 T
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
car on surrounding road	√	√	64
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: loose track or wheels create, clank jumping dB to 80 area)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 10 - 18 HOUR: 0400 - 0500

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		/
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	✓✓		//
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train horn	✓✓✓	✓✓	///
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	6?
subway			
road traffic			
other (specify)			
truck	✓		/
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Break last half hour; hear trucks on/off NB interstate; little action and on tape if missed

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18 HOUR: 0500-0600

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 45°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓	✓	//
retarder noise (car squeals)	✓		/
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	✓✓		//
refrigerator car idling			
speaker announcements	✓		/
other (specify; ex: maintainance)			
train horn	✓✓✓*✓	✓✓✓*✓	1 (75+dB increased) 71*72
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		/
subway			
road traffic			
other (specify)			
truck in distance	✓✓		//
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: agree very quiet dB level *after hour - on tape

Tape #19 recorded

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 0700-0800

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 46°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		
car impacts	✓		
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		
locomotive idling			
refrigerator car idling			
speaker announcements	✓		1
other (specify; ex: maintainance)			
whistle	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		
subway			
road traffic	✓	✓	
other (specify)			
equipment loading barn	✓		
cleaning tracks	✓		
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Other noise made by animals. But because of the engine at work getting readyfor today

TAPE # 20 recorded

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 0800-0900

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 48°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
YARD NOISE SOURCES			
cars switched	✓	X	||||
car impacts	✓	X	|||| ||||
retarder noise (car squeals)	✓		||||
motor vehicles loaded (piggyback)			
locomotive passby	✓		||||
locomotive idling	✓		||||
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
whistle	✓	X	||||
car on track	✓		||||
beep signal	✓		||||
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		||||
subway			
road traffic	✓	X	|||| |||| ||||
other (specify)			
horn	✓		||||
garbage trucks + collection	✓		||||
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

TAPE #21 recorded

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 0900-1000

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 62°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		11
retarder noise (car squeals)	✓		𝍸
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸 𝍸
locomotive idling			
refrigerator car idling			
speaker announcements	✓		111
other (specify; ex: maintainance)			
whistle	✓		𝍸 𝍸
beeping signal	✓	✓	𝍸 𝍸
car shtcks	✓		1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		𝍸 𝍸 1
subway			
road traffic	✓		𝍸 1111
other (specify)			
barn	✓		1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

TAPE #22 recorded (no comments on tape)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 1100-1200 (1000-1100 ?)

OBSERVER: NANCY Eckm PRECIPITATION (YES OR NO) TEMPERATURE: 70°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		
car impacts	✓		/
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		////
locomotive idling			
refrigerator car idling			
speaker announcements	✓		/
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic	✓		////
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

went on break

TAPE #23 recorded

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18-74 HOUR: 1100-1200

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 76° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		𝍸 I
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			𝍸 IIII
locomotive idling			
refrigerator car idling			
speaker announcements	✓		IIII
other (specify; ex: maintainance)			
whistle			𝍸 𝍸 III
beeping signal	✓		𝍸 𝍸 𝍸 III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			𝍸 𝍸
subway			
road traffic			𝍸 III
other (specify)			
horn	✓		II
impacts	✓		IIII
machinery	✓		II
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

Recording Tape # 29

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/18/74 HOUR: 1300 - 1400

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 78° F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		𝍸 III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		𝍸 IIII
locomotive idling	✓		
refrigerator car idling			
speaker announcements	✓		I
other (specify; ex: maintainance)			
beeping noise	✓		𝍸 𝍸 IIII
whistle	✓		𝍸 I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	𝍸 𝍸 I
subway			
road traffic	✓		𝍸 II
other (specify)			
dumpstrk with motor cart back	✓		I
impacts at B. Bell	✓		III
CONSTRUCTION:	✓		IIII
others (specify)			II

ADDITIONAL COMMENTS: ~~Check that the~~ Conrail has been re-routed maybe due to wood chips and that would explain the increase in car traffic

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/15/74 HOUR: 1400-1500

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 75°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	—	—	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Horns	—	—	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	—	—	
subway			
road traffic	✓		
other (specify)			
Truck Horns	✓		
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: V-5 DATE: 10/18/74 HOUR: 1500 - 1600

OBSERVER: Jim Larson PRECIPITATION (YES OR NO) TEMPERATURE: 75°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)	/		III
motor vehicles loaded (piggyback)			
locomotive passby	/	/	HHII (up to 95dB)
locomotive idling			
refrigerator car idling			
speaker announcements	/		/
other (specify; ex: maintainance)			
Horns	/	/	III
Blowing Brake	/		II (1 min)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	/	/	HHII III
subway			
road traffic	/		HHII II
otner (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/13/14 HOUR: 16:00 - 1700

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 76°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	/	/	IIII
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	/	/	III
locomotive idling			
refrigerator car idling			
speaker announcements	/		I
other (specify; ex: maintainance)			
Horns	/	/	III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	/	/	IIII
subway			
road traffic	/		III II
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/18/74 HOUR: 1700 -1800

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 74°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	//// ///
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	////
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
Horns	✓	✓	//
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		//// ///
subway			
read traffic	✓		///
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/18/74 HOUR: 1800 -1900

OBSERVER: PRECIPITATION (YES OR NO) TEMPERATURE:

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	/// ~~HH~~ ~~HH~~ up to 1000's
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	~~HH~~ I
locomotive idling			
refrigerator car idling			
speaker announcements	✓		///
other (specify; ex: maintainance)			
Horns	✓	✓	~~HH~~ I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		///
subway			
road traffic	✓		//
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/18/74 HOUR: 1900 - 2000

OBSERVER: Jim Larson PRECIPITATION (YES OR (NO)) TEMPERATURE: 65°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			𝍸 III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			𝍸 III (1-2 min)
locomotive idling			
refrigerator car idling			
speaker announcements			II
other (specify; ex: maintainance)			
Herds			III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			𝍸 III
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Continuous activity in the Railroad Yard (58-60dB)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-18 HOUR: 23 - 2400

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 51°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES	//////////	//////////	//////////
cars switched			
car impacts	√√√√√	√√√√	/// (very loud) //
retarder noise (car squeals)	√		/
motor vehicles loaded (piggyback)			
locomotive passby	√√	√	/ 74
locomotive idling	√√√√√		////
refrigerator car idling			
speaker announcements	√		/
other (specify; ex: maintainance)	√√	√√	//
Yard Noise	√√√√√√	√√√√√	9 (82) // (72) //
NON-YARD NOISE SOURCES:	//////////	//////////	//////////
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
Yard			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 0000 - 0100

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 51°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	√	√√√√√√√√	(Loud dB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling	√		1
refrigerator car idling			
speaker announcements	√	√	67
other (specify; ex: maintainance)			
train horn	√		1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
truck	√		1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 10 - 19 - 74 HOUR: 0100 - 0200

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 50°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓✓✓	(loud dB)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	71
locomotive idling	✓		//
refrigerator car idling	✓		/
speaker announcements			
other (specify; ex: maintainance)	✓		//
Yard horn	✓	✓✓✓✓✓	(prolonged 70+)(80+)77 //
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
car horn	✓	✓	70+
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19 HOUR: 0200 - 0300

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 50°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		//
locomotive idling	✓		///
refrigerator car idling	✓		/
speaker announcements			
other (specify; ex: maintainance)			
train horn	✓✓	✓✓✓✓	
dropping material noise	✓	✓	65
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
read traffic			
other (specify)			
truck traffic.			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: locomotive idle near 60 - 64 dB ; car impact 65+ ; horns in 65 - 70 dB range ;

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y - 5 DATE: 10 - 19 HOUR: 0300 - 0400

OBSERVER: CLANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 48°

(one check is adequate (check third column))	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	/
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1 (35) ////
locomotive idling	✓		1 (1
refrigerator car idling	✓		/
speaker announcements	✓		
other (specify; ex: maintainance)	/		
thru move-	✓	✓✓	(65-73 repeat) //////
bad wheel on passing train (85)	✓	✓	1 (loud)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10 - [illegible]/79 HOUR: 0400 - 0500

OBSERVER: CLANTON PRECIPITATION (YES OR NO) TEMPERATURE: 47°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	66
locomotive idling	✓		///
refrigerator car idling	✓		/
speaker announcements	✓		166
other (specify; ex: maintainance)			
train horn	✓	✓✓	//// (75) / 66 at end of hour
track movement	✓		/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: very quiet generally;

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19 HOUR: 0500 - 0600

OBSERVER: CANTON PRECIPITATION (YES OR (NO)) TEMPERATURE: 46°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓✓✓✓✓	//////
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓✓	(64-66 dB) (predicted entry 64) //
locomotive idling	✓	✓	1 (60-63) //
refrigerator car idling			
speaker announcements	✓		/
other (specify; ex: maintainance)			
train horn	✓	✓✓✓	////(86) 1(68)
track change	✓		/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	66
subway			
road traffic			
other (specify)			
maintenance truck	✓	✓	//
truck horn	✓	✓	70+
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: active in comparison to 0500

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 0700-0800

OBSERVER: S Salyards PRECIPITATION (YES OR (NO)) TEMPERATURE: 44°

train 87 (13,000)
horns 68 (15,20)
close 77
(300yd) 76 20,00

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	𝍸
retarder noise (car squeals)	✓	✓	1
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	60 𝍸
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	1
other (specify; ex: maintainance)			
train horn	✓	✓	87 1 𝍸
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	4
subway			
road traffic	✓	✓	𝍸
other (specify)			
Radio	✓	✓	1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Ambient 57-58dB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/19/74 HOUR: 0800 0900

OBSERVER: Scalyard PRECIPITATION (YES OR NO) TEMPERATURE: 46°

train horns mostly distant 5 & 6! 3 to 5 predominately 5 & 6 least

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	III
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	19 IIII
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	II
other (specify; ex: maintainance)			
train horns	✓	✓	THL THL THL II
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	III
subway			
road traffic	✓	✓	90 I 70 dBA
other (specify)			
car horn	✓	✓	I
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: ambient ~ 50 dB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 4-5 DATE: 10/19/74 HOUR: 0900-1000

OBSERVER: S Salgado PRECIPITATION (YES OR (NO)) TEMPERATURE: 58°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	IIII IIII II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	11
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	1
other (specify; ex: maintainance)			
train horns	✓	✓	III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	IIII IIII
subway			
road traffic			
other (specify)			
trucks	✓	✓	11
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: ambient 50-57dB

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/9/74 HOUR: 1000-1100

OBSERVER: SSalvarado PRECIPITATION (YES OR NO) TEMPERATURE: 72°-74° (clear changing to overcast)

train passby 1032 2mi - 58 1-18	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	~~HH~~ ~~HH~~
retarder noise (car squeals)	✓	✓	I
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	~~HH~~
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	~~HH~~ ~~HH~~ II
other (specify; ex: maintainance)			
train horns	✓	✓	~~HH~~ III
Air brake release	✓	✓	I (long)
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	~~HH~~ II
subway			
road traffic	✓	✓	IIII
other (specify)			
birds	✓	✓	~~HH~~
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: cat outside to bird sounds better train moving by 10'7 much quieting + car impacts 10'5 – 10'10'

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/19/79 HOUR: 1100-1200

OBSERVER: S Salvador PRECIPITATION (YES OR NO) TEMPERATURE: 77°

1135 - train on direct track long - 2 min 10 - 12 cars) blk. hwy
11 57 helicopter

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	
retarder noise (car squeals)	✓	✓	
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1 (1600)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
heavy horns	✓	✓	
RR crossing bell ringing	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	
subway			
road traffic	✓	✓	
other (specify)			
people talk (overheard)	✓	✓	
birds	✓	✓	
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: 1013 refrig. train down the way.
(last outside)

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/19/74 HOUR: 1200-1300

OBSERVER: [illegible] PRECIPITATION (YES OR NO) TEMPERATURE: 75°

12:35 big [illegible] truck [illegible] door. most train horns off in distance majority North of site. [illegible] impact	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES	//////////	//////////	//////////
cars switched			
car impacts	✓	✓	~~||||~~ ||||
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	~~||||~~	
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	~~||||~~	
other (specify; ex: maintainance)			
[illegible]	✓	✓	~~||||~~ ~~||||~~ ~~||||~~ ~~||||~~ ~~||||~~ ~~||||~~
[illegible]	✓		||
NON-YARD NOISE SOURCES:	//////////	//////////	//////////
TRANSPORTATION:			
aircraft	✓		~~||||~~ ~~||||~~ ~~||||~~ ||||
subway			
road traffic	✓	✓	||
other (specify)			
([illegible])	✓	✓		
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: [illegible] Ambient 47-48 dBA

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 13:00-14:00

OBSERVER: J McGregor PRECIPITATION (YES OR NO) TEMPERATURE: 76°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	/
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	X	X	2m (58dB) (150ft, 1sec)
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	/
other (specify; ex: maintainance)			
train whistle	✓	✓	///
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	///
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES 14:00 – 15:00

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: ↓ ↓

OBSERVER: S McGregor PRECIPITATION (YES OR (NO)) TEMPERATURE: 78°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE .	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	1
car impacts	✓	✓	11
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	1111
other (specify; ex: maintainance)			
train whistle	✓	✓	1
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	111
subway			
road traffic mountain Rd trucks going	✓	✓	11
other (specify)			
helicopter	✓	✓	(6 dB)
trucks racing co	✓	✓	(5 min)
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES 15:00 - 16:00

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: ~~14:00 - 15:00~~

OBSERVER: S Mahoney PRECIPITATION (YES OR NO) TEMPERATURE: 77°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	/
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			2 engines (3600 hp) 67dB
locomotive passby	✓	✓	1 min (72dB) at 3600 hp eng.
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train whistle	✓	✓	/
grader	✓	✓	/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	////
subway			
road traffic			
other (specify)			
MB trucks coming in	✓	✓	1 min
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 16:00 - 17:00

OBSERVER: S. McSpeed PRECIPITATION (YES OR NO) TEMPERATURE: 75°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	IIII (very loud)
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(3600 hp) 10 sec (2 engines)
locomotive idling			4 engines (8 min) (72 dB)
refrigerator car idling			
speaker announcements	✓	✓	II
other (specify; ex: maintainance)			two
train whistle	✓		I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	II (Jet 49 dB)
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 17:00 - 18:00

OBSERVER: S. McDonough PRECIPITATION (YES OR (NO)) TEMPERATURE: 74°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	//
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			(2 engines 3600 hp) 74 dB 130 sec
locomotive passby	✓	✓	(4 3600 hp engines) 80 dB/45 sec
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	//
other (specify; ex: maintainance)			
train whistle	✓	✓	//
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1 (helicopter)
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 18:00 - 19:00

OBSERVER: S McGuigan PRECIPITATION (YES OR NO) TEMPERATURE: 68°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	/////
car impacts	✓	✓	////
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(56 dB) 2 min / 3 engines (each) 68 dB
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	//// //
other (specify; ex: maintainance)			
train whistle	✓	✓	///
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	//
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 2200 - 2300

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 52°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	////	////	73dB/79dB@20m/
locomotive idling			
refrigerator car idling			
speaker announcements	//		
other (specify; ex: maintainance)			
HORNS	////	////	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	//	//	
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-19-74 HOUR: 2300 - 0000

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 55°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	////	////	several very loud cracks
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	//// /	//// /	70dB 70dB
locomotive idling	///	///	60dB
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORN	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 0000-0100

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 52°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)	✓	✓	
motor vehicles loaded (piggyback)			
locomotive passby	✓✓	✓✓	
locomotive idling	✓	✓	
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 0100-0200

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) No TEMPERATURE: 52°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓	✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓✓	74dB max
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	
other (specify; ex: maintainance)			
HORN	✓✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT I-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 0200 - 0300

OBSERVER: Nick Yadich PRECIPITATION (YES OR NO) NO TEMPERATURE: 52°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	//	//	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	///////	///////	66 dB @ 12 m /
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	//	//	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 0300-0400

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 50°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING ~~NOISE~~ SOURCE SOUND	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	//	//	
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
HORNS	/	/	84dB /
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-71 HOUR: 0400-0520

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 48°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓✓	✓✓	
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓✓✓	✓✓✓	
locomotive idling			
refrigerator car idling			
speaker announcements	✓		
other (specify; ex: maintainance)			
HORNS	✓	✓	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
read traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: took 15 min break

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 0500 - 0800

OBSERVER: Nick Yalich PRECIPITATION (YES OR NO) NO TEMPERATURE: 46°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	////	////	
locomotive idling			
refrigerator car idling			
speaker announcements	//	//	
other (specify; ex: maintainance)			
HORNS	//	/	
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: A very quiet evening. Less activity than usual.

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/20/74 HOUR: 0700-0800

OBSERVER: SSalyards PRECIPITATION (YES OR (NO)) TEMPERATURE: 43°

nearly overcast
78 ~ 5 cm blast

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	𝍸 II
retarder noise (car squeals)	✓	✓	I
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸 I 64
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex; maintainance)			
train horn	✓	✓	𝍸 𝍸 𝍸 I
car brake release	✓	✓	II
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	I
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/20/74 HOUR: 0800 - ~~0900~~ 1000

OBSERVER: PRECIPITATION (YES OR (NO)) TEMPERATURE:

0805 - 87 diesel passby
80

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	~~HH HH HH~~ |||
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	~~HH~~ |||
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	~~HH~~ |
other (specify; ex: maintainance)			
Train horns	✓	✓	~~HH HH HH~~ ||| 66 62, 65, 65
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	~~HH HH~~ |||
subway			
road traffic	✓	✓	11 (Tractor brakes)
other (specify)			
Rt Bell garage door	✓	✓	|||
Lunch	✓	✓	~~HH~~ || SP-60 x 1
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: guard stopped by - forgot to make new log at 0900

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/20/74 HOUR: 1000-1100

OBSERVER: S Salyards PRECIPITATION (YES OR (NO)) TEMPERATURE: 69°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	//// ///
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	////
other (specify; ex: maintainance)			
train horns	✓	✓	///
crossing signals	✓	✓	/
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	//// //// ///
subway			
road traffic	✓	✓	/
other (specify)			
buses	✓	✓	/
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: hours relatively calm

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: 2-5 DATE: 10/20/74 HOUR: 1100-1200

OBSERVER: S Saldjarda PRECIPITATION (YES OR (NO)) TEMPERATURE: 72°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	~~HH~~ ~~THH~~ ~~THH~~ ~~THH~~ III
retarder noise (car squeals)	✓	✓	II
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	IIII
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	~~THH~~ I
other (specify; ex: maintainance)			
Train horns	✓	✓	~~HH~~ ~~THH~~ ~~THH~~ ~~THH~~ I
crossing bells	✓	✓	IIII
air hoses release	✓	✓	I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	~~HH~~ ~~THH~~ ~~HH~~
subway			
road traffic	✓	✓	I
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS: Street light pole between 2 most miles juggles → noise but ground prob. small

Cat outside

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/20/94 HOUR: 1200-1300

OBSERVER: SSaliyards PRECIPITATION (YES OR NO) TEMPERATURE: 75°

12 @ passby on closest track

71 @ 11,990 - 25 sec total pass

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	𝍸 𝍸 𝍸 |||
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	|||
other (specify; ex: maintainance)			
train horns	✓	✓	𝍸 𝍸 |||
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	𝍸 |||
subway			
road traffic	✓	✓	/
other (specify)			
yard bell garage doors	✓	✓	//
CONSTRUCTION:			
others (specify)			
ADDITIONAL COMMENTS:			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 13:00 - 14:00

OBSERVER: F. L. MacDonald PRECIPITATION (YES OR NO) TEMPERATURE: 79°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	//
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	/// (20sec 72dB)
locomotive idling	✓	✓	of and on all hour
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	(15sec) (20sec 67dB) //
subway			
road traffic			
other (specify)			
police siren	✓	✓	//
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 14:00-15:00

OBSERVER: S McSweeney PRECIPITATION (YES OR NO) TEMPERATURE: 79°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(660R :20sec) (N2 out)
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train whistle	✓	✓	11
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1111
subway			
road traffic			
other (specify)			
semi in lot behind	✓	✓	4
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 1500-1600

OBSERVER: S McGregor PRECIPITATION (YES OR (NO)) TEMPERATURE: 80°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	4
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(5 3600 hp) 8 sec 2 min
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
train whistle	✓	✓	III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	IIIIII mostly prop. driven
subway			
road traffic			
other (specify)			
semi or bat fabiad	✓	✓	1
door on building opening and closed	✓	✓	II
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 16:00-17:00

OBSERVER: S McDonagh PRECIPITATION (YES OR (NO)) TEMPERATURE: 30°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	////
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	(Zervmas Diesel) (1 min 57dB) (Sunstrand 70dB) (60dB 15 sec)
locomotive idling	✓	✓	(5 min)
refrigerator car idling			
speaker announcements	✓	✓	1
other (specify; ex: maintainence)			
train whistle	✓	✓	////
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	////
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

this hour was very active with train related noise

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 17:00-18:00

OBSERVER: S McGregor PRECIPITATION (YES OR (NO)) TEMPERATURE: 76°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	//// total these
car impacts	✓	✓	//// " " "
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	/
other (specify; ex: maintainance)			
train whistles	✓	✓	////
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	10
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ATTACHMENT I-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10-20-74 HOUR: 18:00 - 19:00

OBSERVER: S McGregor PRECIPITATION (YES OR (NO)) TEMPERATURE: 72°

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓	✓	(III
car impacts	✓	✓	IIII
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	1
locomotive idling			
refrigerator car idling			
speaker announcements	✓	✓	1
other (specify; ex: maintainance)			
train whistle	✓	✓	IIIII
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓	✓	1
subway			
road traffic			
other (specify)			
police or fire siren	✓	✓	1 min
CONSTRUCTION:			
others (specify)			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/21/74 HOUR: 0700-0800

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 42°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		peak 82dB
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
whistle	✓		peak 91dB
Maintenance truck	✓		
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		
subway			
road traffic	✓		
other (specify)			
horn	✓		
garage door opening	✓		
grass cutting			
CONSTRUCTION:			
others (specify)			

the cars on northside tracks are with Lyft getting their cars ready for day & making any train whistle signals, but don't actively work on

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/21/74 HOUR: 800-900

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 51°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched	✓		
car impacts	✓	✓	𝍸 𝍸
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓	✓	𝍸 II
locomotive idling	✓		I
refrigerator car idling			
speaker announcements	✓		I
other (specify; ex: maintainance)			
whistle	✓	✓	𝍸 𝍸 𝍸 peak 75 dB
beeping of vehicle ontrack	✓		IIII
man on/off track	✓		I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		𝍸 𝍸
subway			
road traffic	✓		𝍸 II
other (specify)			
road bed	✓		𝍸 𝍸 peak 70dB
CONSTRUCTION:			
others (specify)			
Accumulating noise source used primarily the railroad			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/21/74 HOUR: 0900-1000

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 69°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
	✓		IIII
retarder noise (car squeals)			
motor vehicles loaded (piggyback)	✓		
locomotive passby	✓		II
locomotive idling	✓		##
refrigerator car idling			
speaker announcements	✓		IIII
other (specify; ex: maintainance)			
whistle	✓		## ## ## III
beeping coal truck vehicle	✓		IIII
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		III
subway			
road traffic	✓		## III
other (specify)			
garbage collection	✓		I
horn	✓		I
CONSTRUCTION:			
others (specify)			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/21/71 HOUR: 1000-1100

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) NO TEMPERATURE: 75°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓		II
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby	✓		III
locomotive idling			
refrigerator car idling			
speaker announcements	✓		III
other (specify: ex: maintainance)			
whistle	✓	✓	𝍸 𝍸 𝍸 IIII
beeping noise + vehicle	✓		III
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		𝍸 II
subway			
road traffic	✓		II
other (specify)			
impacts at Pt. Bell	✓		I
garbage collectors	✓	✓	II
CONSTRUCTION:			
others (specify)			

ATTACHMENT 1-C : DATA LOG OF YARD ACTIVITY LEVELS AND NON-YARD OCCURRENCES

SITE NUMBER: Y-5 DATE: 10/21/74 HOUR: 1100-1200

OBSERVER: Nancy Eckman PRECIPITATION (YES OR NO) No TEMPERATURE: 76°F

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS
YARD NOISE SOURCES			
cars switched			
car impacts	✓	✓	||||| |||
retarder noise (car squeals)	✓		|||
motor vehicles loaded (piggyback)			
locomotive passby	✓		|||| ||| I
locomotive idling			
refrigerator car idling			
speaker announcements	✓		|||| ||||
other (specify; ex: maintainance)			
whistle	✓	✓	||||| ||||| |||
beeping and vehicle	✓		||||| I
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft	✓		||||| |||||
subway			
road traffic	✓	✓	||||| ||||| |||
other (specify)			
impacts at M. Bell	✓		|||||
machinery starting	✓		I
CONSTRUCTION:			
others (specify)			

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2-A DATE: 10/21/74 HOUR: 1800-1900

OBSERVER: J. L. [illegible] PRECIPITATION: NONE TEMPERATURE: 62°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approx. duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		//
Wheel screech				
Whistle	✓	✓		////
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	✓	✓	65-70 dB	//// /
Subway				
Road Traffic				
Construction				
~~Other (specify)~~ Human	✓			///

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F	F
Serial # of first locomotive	215	212
# locomotives	3	5
velocity (unit: MPH)	(25-30)	(35 est)
duration of passby ( )	1.5 min	2 min
time of occurrence	18:25	18:27
name of railroad of first locomotive	[illegible]	RIO GRANDE

ADDITIONAL COMMENTS: RIO GRANDE

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2X DATE: 10/21/24 HOUR: 1900-2000

OBSERVER: V. PRECIPITATION: no TEMPERATURE: 60°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approx. duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		|
Wheel screech				
Whistle	✓	✓		|||
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	✓	✓	75dB max	||| ||
Subway				
Road Traffic	✓		Up to 50dB	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:								
Type of train (P-passenger or F-freight)								
Serial # of first locomotive	5937							
# locomotives	1							
velocity (unit: mph)	35							
duration of passby ( )	30sec							
time of occurrence	1901							
name of railroad of first locomotive	BNSF							

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 2A DATE: 10/21/74 HOUR: 2000 - 2100

OBSERVER: S. M LARSON PRECIPITATION: NO TEMPERATURE: 65°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide LA	Whenever possible, indicate the approx. duration (min) during which each noise s. dominated &/or the # of discrete occu. (use hash marks)
LINE NOISE SOURCES				
Train passby	—	—		1
Wheel screech				
Whistle	✓	✓		//
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	✓	✓	65 TO 70 DB	THH
Subway				
Road: Traffic	✓		60 TO 65	Many
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	5021
# locomotives	3
velocity (unit: ~~MPH~~)	35 MPH
duration of passby (MIN)	1.5
time of occurrence	2040
name of railroad of first locomotive	IND

ADDITIONAL COMMENTS: GRADE

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 2 A DATE: 10/2/74 HOUR: 2100-2200

OBSERVER: Jim Larson PRECIPITATION: No TEMPERATURE: 58°

	check (√) if occurred during the hour	If it is a dominating noise source: check (√)	If it is a dominating noise source: provide L_A	Whenever possible, indicate the appr. duration (min) during which each noise s: dominated &/or the # of discrete occu (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓		65	//
Subway				
Road Traffic	✓		55 DB MAX	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

2200-2300

SITE#: R 2A DATE: 10/21/74 HOUR: ~~2100-2200~~

OBSERVER: JIM LARSON PRECIPITATION: NO TEMPERATURE: 65°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the appr. duration (min) during which each noise s. dominated &/or the # of discrete occu. (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	✓	✓		~
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:									
Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
~~name of railroad of first locomotive~~									

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA DATE: 10-21-74 HOUR: 2300-0000

OBSERVER: Nick Yalich PRECIPITATION: No TEMPERATURE: 50°F

	check (V) if occurred during the hour	IF IT IS A DOMINATING NOISE SOURCE: check (V)	IF IT IS A DOMINATING NOISE SOURCE: provide LA	WHENEVER POSSIBLE, INDICATE THE APPR... DURATION (MIN) DURING WHICH EACH NOISE S... DOMINATED &/OR THE # OF DISCRETE OCCU... (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓✓	✓✓		
Wheel screech				
Whistle	✓✓	✓✓		
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft				
Subway				
Road... Traffic				
Construction				
Other (specify)				
				DOWN GRADE (D)

FOR EACH TRAIN PASSBY SPECIFY:			
Type of train (P-passenger or F-freight)		F/D	F/D
Serial # of first locomotive		3094	3127
# locomotives		3	5
velocity (unit: MPH)		55	30-40
duration of passby (Secs.)		60	120
time of occurrence	2307	2307	2345
name of railroad of first locomotive			RIO G
ADDITIONAL COMMENTS:		3600HP	3600HP

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA
OBSERVER: Nick Yalich
DATE: 10-22-74
PRECIPITATION: NONE.
HOUR: 2000 - 0100
TEMPERATURE: 55°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the appr. duration (min) during which each noise s. dominated and/or the # of discrete occ. (use hash marks)
LINE NOISE SOURCES				
Train passby				NO TRAINS
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft				
Subway				
Road ... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)
Serial # of first locomotive
locomotives
velocity (unit:)
duration of passby ( )
time of occurrence
name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: REA
OBSERVER: Nick Yalich
DATE: 10-22-74
PRECIPITATION: NONE.
HOUR: 0100-0200
TEMPERATURE: 55°

	Check (V) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (V)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPR. DURATION (MIN) DURING WHICH EACH NOISE S DOMINATED &/OR THE # OF DISCRETE OCCU (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		
Wheel screech				
Whistle	✓	✓		
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	✓	✓		
Subway				
Road: Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P- passenger or F- freight)	F	F
Serial # of first locomotive	3107	5322
# locomotives	5	3
velocity (unit: MPH)	35	30 MPH
duration of passby (Sec.)	90	90
time of occurrence	0138	0149
name of railroad of first locomotive	RIO G.	RIO G

ADDITIONAL COMMENTS: UPGRADE DG

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA — DATE: 10-22-74 — HOUR: 0200-0300

OBSERVER: Nick Yelich — PRECIPITATION: NONE — TEMPERATURE: 53°

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPR: DURATION (MIN) DURING WHICH EACH NOISE S DOMINATED &/OR THE # OF DISCRETE OCC: (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	/	/	61dB	
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA
OBSERVER: Nick Yalch
DATE: 10-22-74
PRECIPITATION: TRACE
HOUR: 0300-0400
TEMPERATURE: 50°

	Check (V) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (V)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPRO DURATION (MIN) DURING WHICH EACH NOISE S DOMINATED &/OR THE # OF DISCRETE OCCU (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft				
Subway				
Road... Traffic				
Construction				
Other (specify)				
			3400 HP	

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight):	F
Serial # of first locomotive	3081
# locomotives	5
velocity (unit: MPH)	35
duration of passby (secs)	75
time of occurrence	0306
name of railroad of first locomotive	K10 C

ADDITIONAL COMMENTS: diesels

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

0400-0500

SITE#: R2A DATE: 10-22-74 HOUR: 0400-0500

OBSERVER: Nick Yakel PRECIPITATION: TRACE TEMPERATURE: 45°

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPR. DURATION (MIN) DURING WHICH EACH NOISE S. DOMINATED &/OR THE # OF DISCRETE OCCU (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road: Traffic				
Construction				
Other (specify)				
				NO TRAINS

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight):
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- range of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

0500 -0600

SITE#: R2A

DATE: 10-22-74

HOUR:

OBSERVER: Nick Yahick

PRECIPITATION: TRACE

TEMPERATURE: 45°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the appr. duration (min) during which each noise s dominated &/or the # of discrete occ. (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		
Wheel screech				
Whistle	✓	✓		
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				
Road... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F- freight)	F
Serial # of first locomotive	5327
# locomotives	3
velocity (unit: MPH)	55
duration of passby (sec)	30
time of occurrence	0527
range of milepost of first locomotive	Illegible

ADDITIONAL COMMENTS:

copyright

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZ4 DATE: 10/22/74 HOUR: 0700-0800

OBSERVER: S Salyards PRECIPITATION: none TEMPERATURE:

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE I.D.	WHENEVER POSSIBLE, INDICATE THE APPROX. DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				POWER FAILURE
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				one train passby — no data available
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA DATE: 10/22/74 HOUR: 0800-0900

OBSERVER: Salyards PRECIPITATION: none TEMPERATURE: 46°

	check (√) if occurred during the hour	IF IT IS A DOMINATING NOISE SOURCE: check (√)	IF IT IS A DOMINATING NOISE SOURCE: provide LA	WHENEVER POSSIBLE, INDICATE THE APPR DURATION (MIN) DURING WHICH EACH NOISE S DOMINATED &/OR THE # OF DISCRETE OCCU (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		
Wheel screech				
Whistle	✓	✓		
Other (specify) crossing bells	✓	✓		power failure
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road ... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	5344
# locomotives	3/40 cars
velocity (unit:)	
duration of passby (hr)	1.5 min
time of occurrence	0.5
name of railroad of first locomotive	ORC

ADDITIONAL COMMENTS: owner says can't train goes slow; some engineers "horn happy"

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA DATE: 10/22/79 HOUR: 0700-1008

OBSERVER: S Salvanda PRECIPITATION: none TEMPERATURE: 46/70

	check (V) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (V)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPRO DURATION (MIN) DURING WHICH EACH NOISE D DOMINATED &/OR THE # OF DISCRETE OCCU (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				power failure
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road: Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)								
Serial # of first locomotive								
# locomotives								
velocity (unit:)								
duration of passby ( )								
time of occurrence								
name of railroad of first locomotive								

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: REA DATE: 10/22/74 HOUR: 1000-1100

OBSERVER: S Salvador PRECIPITATION: none TEMPERATURE: 46°

	check (V) if occurred during the hour	If it is a dominating noise source: check (V)	If it is a dominating noise source: provide LA	Whenever possible, indicate the approx. duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle	✓	✓	train ~94 dB	1
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	67	IIII
Subway				
Road Traffic	many	cars + trucks	bumps noise going over tracks	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:								
Type of train (P-passenger or F-freight)	F							
Serial # of first locomotive	3085	ditto						
# locomotives	4							
velocity (unit:)	~30 mph							
duration of passby ( )	5 min							
time of occurrence	10:25 am							
name of railroad of first locomotive	D&RG							

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA
DATE: 10/22/74
HOUR: 1100-1200
OBSERVER: S Salyards
PRECIPITATION: None
TEMPERATURE: 48°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXI. DURATION (MIN) DURING WHICH EACH NOISE SOU. DOMINATED &/OR THE # OF DISCRETE OCCURR. (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				No Trains
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Air~~ Aircraft				6 to 8 dB over amb.
Subway				Traffic
Road Traffic	✓	✓		III airplanes
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:									
Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
name of railroad of first locomotive									

ADDITIONAL COMMENTS: ambient 40-41 dB

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA DATE: 10/22/74 HOUR: 1200-1300

OBSERVER: S Saluja PRECIPITATION: none TEMPERATURE: 45°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approx duration (min) during which each noise source dominated &/or the # of discrete occurr (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				no trains
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft				
Subway				
Road... Traffic	✓	✓	to-[illegible]	
Construction				
Other (specify)				
FOR EACH TRAIN PASSBY SPECIFY:				
Type of train (P-passenger or F-freight)				
Serial # of first locomotive				
# locomotives				
velocity (unit:)				
duration of passby ( )				
time of occurrence				
name of railroad of first locomotive				

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE #: RZA
OBSERVER: S Salyards

DATE: 10/22/74
PRECIPITATION: none

HOUR: 1300-1400
TEMPERATURE: 48°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROX. DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCUR. (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				no train while in van
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic	✓	✓		||| |||| |||| |||| |||| |||
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:								
Type of train (P-passenger or F-freight)								
Serial # of first locomotive								
# locomotives								
velocity (unit:)								
duration of passby ( )								
time of occurrence								
name of railroad of first locomotive								

ADDITIONAL COMMENTS: took break

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RFA DATE: 10/22/74 HOUR: 1400-1500

OBSERVER: SSalvarda PRECIPITATION: none TEMPERATURE: 50°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approx. duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓	✓		68% helicopters, remainder 2 [illegible]
Subway				
Road... Traffic	✓	✓		
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA DATE: 10/22/74 HOUR: 1500-1600

OBSERVER: S Salyards PRECIPITATION: none TEMPERATURE: 48°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide L_a	Whenever possible, indicate the approx. duration (min) during which each noise source dominated &/or the # of discrete occurr. (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				no trains as of 1545
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	✓	✓		1
Subway				
Road ... Traffic	✓	✓		
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 2A DATE: 10 - 22 HOUR: 17.30 - 1800

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 44°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_a	Whenever possible, indicate the approx. duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	√	√	80	2:00
Wheel screech				
Whistle	√	√	85	III
Other (specify)				
Crossing signal	√	√	81	:30
NON-LINE NOISE SOURCES				
Aircraft	√√√	√√	56 54 57	each :15
Subway				
Road Traffic				
Construction				
Other (specify)				

→ Down Grade

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F/D
Serial # of first locomotive	-
# locomotives	1
velocity (unit:)	44 MPH
duration of passby ( )	2:30 min
time of occurrence	1735
name of railroad of first locomotive	-

ADDITIONAL COMMENTS: complications led to deleting first half of hour

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2A DATE: 10-22-74 HOUR: 1830 - 1900

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 44°

	check (√) if occurred during the hour	If it is a dominating noise source: check (√)	If it is a dominating noise source: provide L_A	Whenever possible, indicate the approx. duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	√	√	(60)(67)(52)	(:15) (:15) (:30)
Subway				
Road ... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight):
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS: Stoppage of computer prevents beginning on time

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 2A DATE: 10-22-74 HOUR: 1900 - 2000

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 45°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROX. DURATION (MIN) DURING WHICH EACH NOISE SOU DOMINATED &/OR THE # OF DISCRETE OCCURR. (USE HASH MARKS)
LINE NOISE SOURCES		√	80+	
Train passby	√			:45 to 1:00
Wheel screech				
Whistle	√	√	80+	/// or more.
Other (specify)				
				aircraft: very quiet dB)
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	√	√√	62 67	// (the two very quiet) ////
Subway				
Road... Traffic	√	√	50	:05 (moderate traffic for 1900)
Construction				
Other (specify) helicopter	√	√	75	:15 seconds
				↑ UPHILL - U

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)	F/U
Serial # of first locomotive	—
# locomotives	4
velocity (unit:)	53
duration of passby ( )	1:00
time of occurrence	1900
name of railroad of first locomotive	RIO GR

ADDITIONAL COMMENTS: Question of serial & type - darkness;

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 2A — DATE: 10-22-74 — HOUR: 2000-2100

OBSERVER: CLANTON — PRECIPITATION: NONE — TEMPERATURE: 44°

	check (√) if occurred during the hour	If it is a dominating noise source: check (√)	If it is a dominating noise source: provide L_A	Whenever possible, indicate the approx. duration (min) during which each noise source dominated &/or the # of discrete occurr. (use hash marks)
LINE NOISE SOURCES				
Train passby	√	√√	75 + 70	//
Wheel screech				
Whistle	√√	√ √	101 80	//// or more (11 or more)
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	√	√√√	61 57 54	////
Prop Aircraft	XXXXXX	XXXXX	74	XXXXXX
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F/Ri	P/D
Serial # of first locomotive	—	—
# locomotives	5	1
velocity (unit: MPH)	40	25
duration of passby ( )	3-5 min	:30
time of occurrence	2030	2035
name of railroad of first locomotive	Rio G.	—

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 2A DATE: 10-22-74 HOUR: 2100-2200

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 44°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approx. duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				QUIET
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	√	√	54	/
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2A DATE: 10-22 HOUR: 2200-2300

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 44°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approx. duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	√	√	93	
Wheel screech				
Whistle	√	√	100+	//////// or more.
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	√	√	76	130
Subway				
Roads, Traffic				moderate traffic as the case all evening
Construction				
Other (specify)				
idling truck	√			45 dB for heating

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F/U
Serial # of first locomotive	—
# locomotives	5
velocity (unit: MPH)	40
duration of passby ( )	3:00
time of occurrence	2240
name of railroad of first locomotive	Conrail

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2A DATE: 10-22-74 HOUR: 23 - 2400

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 44°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE? CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE? PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROX DURATION (MIN) DURING WHICH EACH NOISE SOU DOMINATED &/OR THE # OF DISCRETE OCCURR (USE HASH MARKS)
LINE NOISE SOURCES	//// ///	////	////	/// /// /// /// /// /// /// /// /// ///
Train passby	√	√	84	
Wheel screech				
Whistle	√	√	90+	//// or more
Other (specify)				
NON-LINE NOISE SOURCES	/// ///	/// ///	/// ///	/// /// /// /// /// /// /// /// /// ///
Aircraft				
Subway				
Road Traffic	√	√	51	moderate traffic for 2300 - 2400
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight) :	F/U
Serial # of first locomotive	—
# locomotives	3
velocity (unit:)	39 MPH
duration of passby ( )	:45
time of occurrence	2330
name of railroad of first locomotive	Rock.

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE# R 2A — DATE: 10-23-74 — HOUR: 0000-0100

OBSERVER CLANTON — PRECIPITATION: NONE — TEMPERATURE 44°

	CHECK IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK	PROVIDE LA	
LINE NOISE SOURCES				
Train passby	✓	✓	91 81	(1 min) (:45 sec)
Wheel screech				
Whistle	✓	✓	NONE 78	
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR SUCH TRAIN PASSBY SPECIFY		
Type of train (P-passenger F-freight)	F/D	F/D
Serial #	—	—
# locomotives	2	4
Velocity (unit: MPH)	40	40
duration ( )	1 min	:45
time of occurrence	0015	0020
name of RR	R G	R G

Additional: #1 train more angle than #2; all durations since 1700 approximate

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2A DATE: 23 Oct 74 HOUR: 0750 - 0810

OBSERVER: W. C. BRYAN PRECIPITATION: NONE TEMPERATURE: 40°F

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	11	11	80+	3 min Upgrade
Wheel screech				
Whistle	11		(?)	
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F	F
Serial # of first locomotive		3103
# locomotives	1	4
velocity (unit:)	51 mph	44 mph
duration of passby ( )	1 min	2 min
time of occurrence	0755	5810
Railroad Name of first locomotive	DARE	

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2A DATE: 10/23/74 HOUR: 9:00-10:00

OBSERVER: Nancy Eckman PRECIPITATION: Nada TEMPERATURE: 43°F

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	[illegible] dB	IIII
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F- freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence

Rail Road Name of first locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2A DATE: 12/23/74 HOUR: 1000-1100

OBSERVER: Nancy Erkman PRECIPITATION: None TEMPERATURE: 48°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		1 (Graybill)
Wheel screech				
Whistle	✓	✓	92*	IN
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft				
Subway				
Road Traffic	✓		55	11
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	
# locomotives	5
velocity (unit:)	
duration of passby ( )	2min
time of occurrence	10:12
Rail Road Name of first locomotive	C&EIand?

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2A DATE: 10/23/74 HOUR: 1100-1200

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 52°F

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓		60+	III
Subway				
Road Traffic				
Construction				
Other (specify)				
back-fire	✓			I

FOR EACH TRAIN PASSBY SPECIFY:										
Type of train (P-passenger or F-freight)										
Serial # of first locomotive										
# locomotives										
velocity (unit:)										
duration of passby ( )										
time of occurrence										
Rail Road Name of first locomotive										

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2A DATE: 10/23/79 HOUR: 1200-1300

OBSERVER: Nancy Erkman PRECIPITATION: None TEMPERATURE: 66°F

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
Railroad car (little whistle)	✓		57'	11 observed at eyeball
NON-LINE NOISE SOURCES				
Aircraft	✓	✓	67'	IIII
Subway				
Roadway Traffic	✓		55'	11
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence

Railroad Name of first Locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2A DATE: 10/23/74 HOUR: 1300-1400

OBSERVER: Mary Erkman PRECIPITATION: None. TEMPERATURE: 75°F

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	62	III
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- Railroad Name of first locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2A DATE: 10/23/74 HOUR: 1400-1500

OBSERVER: JIM LARSON PRECIPITATION: NONE TEMPERATURE: 68°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Pwr~~ Jet Aircraft	✓		55	1
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence

Rail Road Name of first locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2A DATE: 10/23/74 HOUR: 1500 - 1600

OBSERVER: [illegible] Larson PRECIPITATION: None TEMPERATURE: 60°

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓		65 dBA	III
Subway				
Roadway Traffic	✓			
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- Name of first locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA DATE: 10/23/74 HOUR: 1600 - 1700

OBSERVER: Lars Larson PRECIPITATION: Clouds TEMPERATURE: 55°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓	✓	I
Wheel screech				
Whistle	✓	✓		II
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓		60-65 DB	II
Subway				
Road Traffic	✓	✓		I - 70 DB°
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P- passenger or F- freight)	F
Serial # of first locomotive	6351
# locomotives	4 (360)
velocity (unit: MPH) 15	47
duration of passby (MIN)	1.5
time of occurrence	1740
Railroad Name of first locomotive	SF GP

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZA

OBSERVER: Jim Arson

DATE: 10/23/74

HOUR: 1700 - 1800

PRECIPITATION: NONE

TEMPERATURE: 55°

	Check (√) if occurred during the hour	If it is a dominating noise source? Check (√)	If it is a dominating noise source? Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Jet~~ Aircraft	✓	✓	65 dB	IIII
Subway				
Road Traffic	✓		Unable to get	~~10 cars~~ 2 cars/min
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2A DATE: 10/23/14 HOUR: 1500 – 1900

OBSERVER: Jim Alason PRECIPITATION: None TEMPERATURE:

	check (√) if occurred during the hour	IF IT IS A DOMINATING NOISE SOURCE: check (√)	IF IT IS A DOMINATING NOISE SOURCE: provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	—	—		1
Wheel screech				
Whistle	—	—	80 dB	11
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	—	—	60-65dB	111
Subway				
Road Traffic	—		50 dB	10 / min
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	ONLY 2 CARS
Serial # of first locomotive	5434
# locomotives	1 (2000)
velocity (unit: MPH) 15°	30
duration of passby (# MIN)	1 min
time of occurrence	
Rail Road Name of first locomotive	BNSF

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 2 A DATE: 10/23/79 HOUR: 1900 - 2000

OBSERVER: Jim LARSON PRECIPITATION: None TEMPERATURE: 50°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L90	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
~~Other~~ Aircraft	✓	✓	AVE 60DB	III
Subway				
Road Traffic	✓		AVE 60DB	5-10 / min
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F- freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
Rail Road Name of first Locomotive									

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R24 DATE: 11/13/24 HOUR: 2000-2100

OBSERVER: [illegible] PRECIPITATION: [illegible] TEMPERATURE: 60°

	check (√) if occurred during the hour	IF IT IS A DOMINATING NOISE SOURCE: check (√)	IF IT IS A DOMINATING NOISE SOURCE: provide #a	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		//
Wheel screech				
Whistle	✓	✓		////
Other (specify)				
NON-LINE NOISE SOURCES				
Air craft	✓	✓		////
Subway				
Road Traffic	✓			[illegible]
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F	F
Serial # of first locomotive	[illegible]	[illegible]
# locomotives	[illegible]	[illegible]
velocity (unit: [illegible]) 15	[illegible]	[illegible]
duration of passby ([illegible])	1[illegible]	[illegible]
time of occurrence	2050	2040
Name of first locomotive	[illegible]	[illegible]

Rail Road

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2A DATE: 10/23/74 HOUR: 2100 - 2200

OBSERVER: Jim Larson PRECIPITATION: NONE TEMPERATURE: 45°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech				
Whistle	✓	✓		III
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft			60 AUC	III
Subway				
Road Traffic	✓		AUC 59	5-10/min
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	
# locomotives	4 (3 or 4)
velocity (unit: MPH) 45°	46
duration of passby (2 min)	2 1/2 M
time of occurrence	2108
Rail Road Name of first locomotive	RIO GR.

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: (RZA) DATE: 10-23-74 HOUR: 2200-2300

OBSERVER: Jim Larson PRECIPITATION: None TEMPERATURE: 47°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				LAST OBSERVATION AT RZA
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	(60-65 DB)	III
Subway				
Road Traffic	✓	(45-50 Ave)		5-10 / HR
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence

Rail Road Name of first Locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB DATE: 10/24/74 HOUR: 1300 - 1500

OBSERVER: Jim LARSON PRECIPITATION: YES - Light TEMPERATURE: 58°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓		60-65 dBA	IIII II
Subway				
Road Traffic	✓		45-50 dBA	10/min
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- ~~Railroad~~ Name of first locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB DATE: 10/24/74 HOUR: 1300 - 1400

OBSERVAN: Jim Larson PRECIPITATION: TRACE TEMPERATURE: 54°

	check (√) if occurred during the hour	If it is a dominating noise source: check (√)	If it is a dominating noise source: provide L_n	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech				
Whistle	✓	✓		IIII
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓		IIII II (one was at a level of 50-55 DB)
Subway				
Roadway Traffic	✓		55 DB	10/MIN
Construction				
Other (specify) Cessna 150	✓	✓	60-65 DB	15 MIN

FOR EACH TRAIN PASSBY SPECIFY:										
Type of train (P-passenger or F-freight)										
Serial # of first locomotive	3091									
# locomotives	2 (3091)									
velocity (unit: MPH)	52									
duration of passby (MIN)	1									
time of occurrence	13:30									
Full Road Name of first locomotive	RIP [illegible]									

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/24/74 HOUR: 1400 - 1500

OBSERVER: [illegible] PRECIPITATION: Yes TEMPERATURE: 53°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide #	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓	SEVEN	
Wheel screech				
Whistle				
Other (specify)				
				FIRST OBSERVATION AT R2B
NON-LINE NOISE SOURCES				
Air & Aircraft			SEVEN	
Subway				
Roadway Traffic				
Construction				
Other (specify)				
Farm Tractor Digger	✓	✓	ONE	Periodically for 30 min

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F-U?	
Serial # of first locomotive	5344	
# locomotives	2	
velocity (unit: MPH)	32 30 30	= 32 mph
duration of passby (sec.)	60	
time of occurrence	1453	
Railroad Name of first locomotive	UPE	

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B (R2B) DATE: Oct. 24, 1974 HOUR: 1500-1600

OBSERVER: Nick Yakich PRECIPITATION: 1/10", TEMPERATURE: 56°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	63.6	
Subway				
Road Traffic				
Construction				
Other (specify)				
MOTORCYCLE	✓	✓		

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- Rail Road Name of first locomotive

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB (R2B) DATE: 10-24-74 HOUR: 1600-1700

OBSERVER: Nick Yelich PRECIPITATION: Yes Light Hard TEMPERATURE: 55°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Other: Lt Aircraft	✓	✓		
Subway				
Road: Traffic	✓			
Construction				
Other (specify)				
				M.D. Train

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
Rail Road Name at first Locomotive									

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2 B DATE: 12-24-74 HOUR: 1700 & 1800

OBSERVER: Nick Yalch PRECIPITATION: No/Wet outside TEMPERATURE: 50°F

	check (V) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (V)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	68 dB	
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F Train
Serial # of first locomotive	5312
# locomotives	1
velocity (unit: MPH)	30-40
duration of passby (~~#~~ sec)	10
time of occurrence	1746
Rail Road Name of first locomotive	N/A

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

30 min Break

SITE#: R-5 DATE: 10-24-74 HOUR: 1800-1900

OBSERVER: Nick Yakel PRECIPITATION: No TEMPERATURE: 49°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓	82±dB	
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	Freight
Serial # of first locomotive	3061
# locomotives	2
velocity (unit: MPH) @ 20°	47
duration of passby (sec)	30
time of occurrence	1842
Rail Road Name of first locomotive	RR

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-2B DATE: Oct 24-74 HOUR: 1900-2000

OBSERVER: Neil Yoblick PRECIPITATION: none TEMPERATURE: 50°

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	√	√		
Wheel screech				
Whistle	√	√		15 sec
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	√	√		
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F-diesel
Serial # of first locomotive	6341
# locomotives	2
velocity (unit: MPH) @ 200'	47
duration of passby (sec.)	40
time of occurrence	1941
Last Read Name of first locomotive	Nice

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R28 DATE: 10-24-74 HOUR: 2200-2300

OBSERVER: Nick Yelich PRECIPITATION: TRACE TEMPERATURE: 51°F

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_{eq}	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		
Wheel screech				
Whistle	✓	✓		
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				
Roadway Traffic				
Construction				
Other (specify)				
V-A/C (for HEAT)	✓	✓	42-45 dB	10 min

FOR EACH TRAIN PASSBY SPECIFY:									
Type of train (P-passenger or F- freight)	F-40								
Serial # of first locomotive	3117								
# locomotives	3								
velocity (unit: MPH) 41 @ ~25'	42 45								
duration of passby (sec)	45								
time of occurrence	2250								
Rail Road Name of first locomotive	CR								

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZ 6 DATE: 10-24-74 HOUR: 2100-2200

OBSERVER: Nick Vahid PRECIPITATION: NO/WET OUT TEMPERATURE: 47°F

	Check (V) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (V)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				
Road Traffic	✓	✓	54dB	
Construction				
other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
Name of railroad of first locomotive									

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R25 DATE: 10-24-74 HOUR: 2200 - 2300

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 47°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	√	√	89	:45
Wheel screech				
Whistle	√	√	90+	//
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	√	√	71	:15
Subway				
Road. Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-Passenger or F-freight)	F/U
Serial # of first locomotive	
# locomotives	5
velocity (unit:)	40
duration of passby ( )	:45
time of occurrence (computer time)	1620
Direction of travel: locomotive	R

ADDITIONAL COMMENTS: as was all angles 10-22 and 10-23, they are slight (< 45°)

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 26 DATE: 10-24-74 HOUR: 2300 - 2400

OBSERVER: CLANTON PRECIPITATION: NONE / 2230 RAIN TEMPERATURE: 47°

	check (√) if occurred during the hour	IF IT IS A DOMINATING NOISE SOURCE: check (√)	IF IT IS A DOMINATING NOISE SOURCE: provide dBA	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	√	√	85	
Wheel screech				
Whistle	√	√	96	IIII
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	√		47 57	I
Subway				
Roads: Traffic	√		50	moderate traffic
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F/D
Serial # of first locomotive	-
# locomotives	4
velocity (unit:)	40
duration of passby ( )	1:00
time of occurrence (computer)	52000
name of railway of first locomotive	RGK

ADDITIONAL COMMENTS:

0030 stopped.

INTERMITTENT SHOWER

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 23 DATE: 10-25-74 HOUR: 0000 - 0100

OBSERVER: CLANTON PRECIPITATION: LIGHT RAIN TEMPERATURE: 44°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L90	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	√	√√	85+92	:45 1:00
Wheel screech				
Whistle	√	√√	88+92	IIII or more II
Other (specify)				
NON-LINE NOISE SOURCES				
Low Alt. Aircraft				
Subway				
Local Traffic	√	#	45-50	moderate * (one car 60 dB)
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F/U	F/U
Serial # of first locomotive	—	—
# locomotives	5	3
Velocity (unit: MPH)	40	39
Duration of passby (MIN.) SEC.)	:45	1:00
Time of occurrence computer	80000	17000
Were whistles blown? If so, where?	RIGHT	RG

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 26 DATE: 10-25-74 HOUR: 0100 - 0200

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 45°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_1	Whenever possible, indicate the approximate duration (M,N) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	√	√	92	
Wheel screech				
Whistle	√	√	92	165 ////
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P=passenger or F=freight)	F/D	
Number of first locomotive	-	
# locomotives	2	
Measured (unit: MPH)	#5 40	
Duration of passby ( )	1:00	
Time of passby to (computer)	13660	
Engineer's initials	RC	

ADDITIONAL COMMENTS:

#5 40 MPH may not be too accurate a speed

Used angle; various readings

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/25/74 HOUR: 700-800

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 40°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		11
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Roadway Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F	F
Serial # of first locomotive	3104	3109
# locomotives	5	1
velocity (unit:)		
duration of passby (min)	1 1/2	.05
time of occurrence	7:00	7:04
Remarks (e.g., # of first locomotive)		

ADDITIONAL COMMENTS: I forgot my key, so I couldn't get in the van to record on the velocity readings so to see L_A. I went to Jim's to get his.

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R217 DATE: 10/20/77 HOUR: 0800-0900

OBSERVER: NANCY ECKMAN PRECIPITATION: None TEMPERATURE: 46°F

	Check (✓) if occurred during the hour	If it is a dominating noise source: Check (✓)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓			1
Wheel screech				
Whistle	✓			1
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓	✓	52-72	
Subway				
Road Traffic (bus)	✓		52	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)	F		
Series # of lead locomotive	2069		
# locomotives	4		
velocity (unit: m/hr)	54 -15°	54 / cos15 ≈ 56 m/hr	
duration of passby (min)	1		
time of occurrence (min after start of hour)	40		

ADDITIONAL COMMENTS: Grade downhill

I hope that the computer wasn't digesting when train went by. Most of the road traffic were school buses since they were stopping and the accelerating at the R/R crossings

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/25/74 HOUR: 900-1000

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 46°F

	check (√) if occurred during the hour	IF IT IS A DOMINATING NOISE SOURCE: check (√)	IF IT IS A DOMINATING NOISE SOURCE: provide L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet/Prop Aircraft	✓		62-66	
Subway				
Roadway Traffic	✓		58	1
Construction				
Other (specify) trucks (semi)	✓	✓	71	1

FOR EACH TRAIN PASSBY RECEIVED:

Type of train (P-passenger or F-freight)

Serial # of first locomotive

locomotives

velocity (unit:)

duration of passby ( )

time of occurrence

name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/25/74 HOUR: 1000-1100

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 56°F

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN.) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓	76+	1
Wheel screech				
Whistle	✓	✓		1
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				NONE
Subway				
Road... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:				
Type of train (P-passenger or F-freight)	F			
Serial # of first locomotive	3050			
# locomotives	1			
velocity (unit: m/hr)	55 at 20° =	22 / cos 20° =	58.5 m/s	
duration of passby (min)	.01			
time of occurrence	1021			
[illegible]	[illegible]			

ADDITIONAL COMMENTS: 4pm

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/25/74 HOUR: 1100-1200

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 58°F

	Check (V) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (V)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓		55-70	III
Subway				
Roadway Traffic				
Construction				
other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)										
Serial # of first locomotive										
# locomotives										
velocity (unit:)										
duration of passby ( )										
time of occurrence										
Name of railroad of lead locomotive										

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/25/74 HOUR: 1200-1300

OBSERVER: Mary Eckman PRECIPITATION: None TEMPERATURE: 58°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		1
Wheel screech				
Whistle	✓	✓		1
Other (specify)				
NON-LINE NOISE SOURCES				
Flight of Aircraft	✓			111
Subway	~~XXX~~		~~XXX~~	4
Road Traffic	✓		54+	1
Construction				
Other (specify)				

FOR FLIGHT TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F	
Serial # of first locomotive	3220	
# locomotives	1	
velocity (unit:)	34 -20°	34 km/20° ≈ 36 m/hr
duration of passby (min)	~2	
time of occurrence	~1240	
Direction of travel of the locomotive	Southbound	

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/25/74 HOUR: 1300-1400

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 56°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Take-off aircraft	✓		est	IIII
Subway				
Road, Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R23 DATE: 10/25/79 HOUR: 1400-1500

OBSERVER: Eckmen & Larson PRECIPITATION: None TEMPERATURE: 58°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_x	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech				
Whistle	✓	✓		III
Other (specify)				
NON-LINE NOISE SOURCES				
Fixed Wing Aircraft	✓		70+	HHTHH
Subway				
Road Traffic	✓		77+	I (semi-truck)
Construction				
Other (specify)				
Talking by hike	✓	✓	70+	

FOR EACH TRAIN PASSBY SAMPLED:

Type of train (P-passenger or F- freight)	F
Serial # of first locomotive	5324
# locomotives	4 (5 cars)
velocity (unit: MPH) 10°	30
duration of passby (Min)	2.5 ~~1555~~
time of occurrence	1455
Distance from the first locomotive	100 FT

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB DATE: 10-25-74 HOUR: 1500-1600

OBSERVER: JIM [illegible] PRECIPITATION: [illegible] TEMPERATURE: 58°

	Check (√) if occurred during the hour.	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L$_A$	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use tally marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
[illegible] Aircraft	—		65+	Hi 1
Subway				
Road [illegible] Traffic	—		50 Avg	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:								
Type of train (P-passenger or F-freight)								
Serial # of first locomotive								
# locomotives								
velocity (unit:)								
duration of passby ( )								
time of occurrence								
type of cutaway of first locomotive								

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2 B DATE: 10-25-74 HOUR: 1600-1700

OBSERVER: J.M. LARSON PRECIPITATION: NONE TEMPERATURE: 58°

	Check(✓) if occurred during the hour	If it is a dominating noise source: Check (✓)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
AMBIENT NOISE SOURCES				
Jet Aircraft			65-70 dB	IIII
Subway				
Road ... Traffic	✓		~ 60 to 65	
Construction				
Other (specify)				
SMALL TRACTOR	—	—	(55-60 dB)	20-25 MIN
FOR EACH TRAIN PASSBY SPECIFY:				
Type of train (P-passenger or F-freight)				
Serial # of first locomotive				
# locomotives				
velocity (unit:)				
duration of passby ( )				
time of occurrence				
make of builder of first locomotive				

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB DATE: 10-25-7< HOUR: 1700 - 1800

OBSERVER: JIM LARSON PRECIPITATION: NONE TEMPERATURE: 54°

	Check (√) if occurred during this hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_E	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
[illegible]				III
Substation				
Road [illegible]				
Construction				
Other (specify)				
FOR EACH TRAIN PASSBY SPECIFY:				
Type of train (P-passenger or F-freight)				
Serial # of lead locomotive				
# locomotives				
Notch # (unit:)				
Duration of passby ( )				
Time of occurrence				
Direction of lead locomotive				

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#:

DATE: (10-25-74) mcb

HOUR: 1900-2000

OBSERVER:

PRECIPITATION:

TEMPERATURE:

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	
Serial # of first locomotive	7
# locomotives	2
velocity (unit: MPH) 10'	55
duration of passby (MIN)	1
time of occurrence	1945
Number noticed at each locomotive	Diesel

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB — DATE: 10-25-74 — HOUR: 2000 - 2100

OBSERVER: J. — LARSON — PRECIPITATION: NONE — TEMPERATURE: 45°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	5342
# locomotives	1
velocity (unit: MPH)	39
duration of passby (min)	15
time of occurrence	2000
Name of railroad of first locomotive	RIOGR

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10-25-74 HOUR: 2100-2200

OBSERVER: Jim Lowe PRECIPITATION: none TEMPERATURE: 44°

	CHECK (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech	✓	✓	84	I
Whistle	✓	✓	102	III
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	3113
# locomotives	1-3800 1-3800
velocity (unit: MPH)	45
duration of passby (min)	2
time of occurrence	2200
Name of railway of first locomotive	ROCK

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10-25-74 HOUR: 2200 - 2300

OBSERVER: Larson + Clinton PRECIPITATION: none TEMPERATURE: 44°

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	√	√	71	:15 :10
Road Traffic			67	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- Number of cars of each locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R23 DATE: 10-25-74 HOUR: 2300 - 2400

OBSERVER: CLANTON PRECIPITATION: NONE. TEMPERATURE: 42°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L1	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓✓	90 80	1:00 1:00
Wheel screech				
Whistle	✓	✓✓	81	1111 111
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓	✓	58	
Subway				
Road Traffic	✓		50	moderate traffic.
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	F/U	F/D
Type of train (P-passenger or F-freight)		
Serial # of first locomotive	—	—
# locomotives	4	8
velocity (unit:)	28	29
duration of passby ( )	1:00	1:00
time of occurrence computed	15500 RIC	19750 RIC

ADDITIONAL COMMENTS: ① 15800 → 2325

② 19750 → 2330 locomative 6 front; 5 behind caboose

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R26 DATE: 10-26 HOUR: 0000 - 0100

OBSERVER: CLANTON PRECIPITATION: NO TEMPERATURE: 420

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	V	V V	97 75	:45 1:15
Wheel screech				
Whistle	V	V V	80	// //
Other (specify)				
NON-LINE NOISE SOURCES				
Stationary Aircraft				
Subway				
Road... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F/U	E/D
Serial # of first locomotive	-	
# locomotives	4	5
velocity (unit: MPH)	##	20
duration of passby ( )	:45	1:15
time of occurrence	0045	0050
name of railroad of first locomotive	RG.	RGR

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 28 DATE: 10-26 HOUR: 0100 - 0200

OBSERVER: CLANTON PRECIPITATION: NO TEMPERATURE: 39°

	CHECK (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L$_{eq}$	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				
FOR EACH TRAIN PASSBY SPECIFY:				
Type of train (P-passenger or F-freight)				
Serial # of first locomotive				
# locomotives				
velocity (unit:)				
duration of passby ( )				
time of occurrence				
name of railroad of first locomotive				

ADDITIONAL COMMENTS: short break

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R23 DATE: 10-26 HOUR: 0200 - 0300

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 37°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide #'s	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				QUIET
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:									
Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
name of railroad of first locomotive									

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10-26 HOUR: 0300-0400

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 35°

	Check (√) if occurred during the hour	If it is a dominating noise source? Check (√)	If it is a dominating noise source? Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	√	√	80+	:30
Wheel screech				
Whistle	√	√		
Other (specify)				
NON-LINE NOISE SOURCES				
Low Flt Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				
Truck backing	√		46	20000 ↑

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F/O
Serial # of first locomotive	—
# locomotives	4
velocity (unit:)	35
duration of passby ( )	:30
time of occurrence	0350
Distance from track to first locomotive	R6

ADDITIONAL COMMENTS:

train passage at end of hour

truck - warning?

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R23 DATE: 10-26 HOUR: 0400-0500

OBSERVER: CLANTON PRECIPITATION: NONE. TEMPERATURE: 42°

	CHECK (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE #	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES	√			
Train passby		√ √	33 87	145
Wheel screech				
Whistle	√	√	96	// //
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road... Traffic	√	√	58	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)	F/D	F/U
Serial # of first locomotive		
# locomotives (6 total)	4+2	5
velocity (unit:)	44	22
duration of passby ( )	:45	:45
time of occurrence	0400	0410
type of railway of first locomotive	RG	RG

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10-26 HOUR: 0500 - 0600

OBSERVER: CLANTON PRECIPITATION: NONE TEMPERATURE: 39°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide L_{eq}	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use tally marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				QUIET
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road ... Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P- passenger or F- freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB
OBSERVER: S Salvando
DATE: 10/26/74
PRECIPITATION: None
HOUR: 0700-0800
TEMPERATURE: 36°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide #	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet aircraft	V	V		II
Subway				
Road traffic	V			light traffic
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- direction moving in from locomotive

ADDITIONAL COMMENTS:

had changed log sheets ~~and~~ before train passby - at end of hour - see 0800-0900 sheet for data

~~Finished~~
Started 0800-0900
10/26/74

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/26/74 HOUR: 0800-0900

OBSERVER: Sedgwick PRECIPITATION: none TEMPERATURE: 42°

	check (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE LA	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		1 (see note 1)
Wheel screech				
Whistle	✓	✓		
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓		||| (Todd x1)
Subway				
Road Traffic	✓	✓		Light traffic
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	Code	Code
Type of train (P-passenger or F-freight)	F ①	F
Serial # of first locomotive	3081	3102
# locomotives	4	4
velocity (unit:)	46-42	45-45
duration of passby ( )	2 min	2 min
Time of occurrence: Computer time	434,500	32,400
Part of train at end of first locomotive	DLG	DLG

ADDITIONAL COMMENTS:

ambient = 40-41 d/s

① Computer may have been digesting for part of passby (at very end of hour) ~0700-0800

	box cars	tank cars
	~60	~45

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB DATE: 10/26/74 HOUR: 0900-1000

OBSERVER: Salvarado PRECIPITATION: None TEMPERATURE: 55°

	Check (V) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (V)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L$_n$	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				No Trains
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓		|||
Subway				
Roads: Traffic	✓	✓		light traffic
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- Name of Railroad of Train Locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB DATE: 10/26/74 HOUR: 1000-1100

OBSERVER: Salgado PRECIPITATION: none TEMPERATURE: 60°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide #A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				no trains
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Air-conditioner				IIII IIII (60-69 dBA)
Subway				
Road traffic	✓	✓		Light traffic + 2 Trucks (pickups) on property X2=4
Construction				
Other (specify)				

FOR FREIGHT TRAIN PASSBY SPECIFY:										
Type of train (P-passenger or F-freight)										
Serial # of first locomotive										
# locomotives										
velocity (unit:)										
duration of passby ( )										
time of occurrence										
Name of railroad of first locomotive										

ADDITIONAL COMMENTS:

Any previous outages at this site may have been due to heavy trucks driving over cord (found connection buried in mud)

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R2B DATE: 10/26/74 HOUR: 1100-1200

OBSERVER: Salyards PRECIPITATION: none TEMPERATURE: 68°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_n	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet or prop aircraft	✓	✓		11 ~~HH~~
Subway				
Road... Traffic	✓	✓		moderate traffic
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- Name of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: RZB
DATE: 10/26/74
HOUR: 1200-1300
OBSERVER: Salyards
PRECIPITATION: none
TEMPERATURE: ~~57°~~ 66°

	Check (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L4	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				IIII II
Subway				
Road ... Traffic	✓	✓		moderate traffic
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- Velocity (unit:)
- duration of passby ( )
- time of occurrence
- Make & Model of first locomotive

ADDITIONAL COMMENTS:

R-3

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: NICK YAZICH

DATE: 10-26-74
PRECIPITATION: NO

HOUR: 2200 - 2300
TEMPERATURE: -11°F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_p	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		
WHEEL SCREECH				
WHISTLE	✓	✓		
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC				
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	F/N.B
SERIAL # OF FIRST LOCOMOTIVE	3/16
NAME OF RAILROAD OF FIRST LOCOMOTIVE	UP
# LOCOMOTIVES	2
VELOCITY (UNIT: MPH)	50
DURATION OF PASSBY ( )	
TIME OF OCCURRENCE	2255

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: NICK YAICH

DATE: 10-26-74
PRECIPITATION: NO

HOUR: 2300-2400
TEMPERATURE: 40°F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L$_n$	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	✓			1
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:													
TYPE OF TRAIN (P-passenger or F-freight)													
SERIAL # OF FIRST LOCOMOTIVE													
NAME OF RAILROAD OF FIRST LOCOMOTIVE													
# LOCOMOTIVES													
VELOCITY (UNIT:)													
DURATION OF PASSBY ( )													
TIME OF OCCURRENCE													

ADDITIONAL COMMENTS: NO TRAINS

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: NICK YALICH

DATE: 10-27-74
PRECIPITATION: NO

HOUR: 0000-0100
TEMPERATURE: 40°F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_p	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		
WHEEL SCREECH				
WHISTLE	✓	✓	75dB	
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC				
CONSTRUCTION				
OTHER (specify)				
VAN RUNBYE	✓	✓		

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	F/N.A
SERIAL # OF FIRST LOCOMOTIVE	N.A
NAME OF RAILROAD OF FIRST LOCOMOTIVE	SP-14
# LOCOMOTIVES	4
VELOCITY (UNIT: MPH)	55
DURATION OF PASSBY (Sec)	60
TIME OF OCCURRENCE	2354

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: NICK YALICH

DATE: 10-27-74
PRECIPITATION: NO

HOUR: 0100-0200 MDT
TEMPERATURE: 40° F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC				
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:													
TYPE OF TRAIN (P-passenger or F-freight)													
SERIAL # OF FIRST LOCOMOTIVE													
NAME OF RAILROAD OF FIRST LOCOMOTIVE													
# LOCOMOTIVES													
VELOCITY (UNIT:)													
DURATION OF PASSBY ( )													
TIME OF OCCURRENCE													

ADDITIONAL COMMENTS: NO TRAINS

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: NICK WALICH
DATE: 10-27-74
PRECIPITATION: No
HOUR: 0100 - 0200 MST
TEMPERATURE: 38° F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	✓			
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:												
TYPE OF TRAIN (P-passenger or F-freight)												
SERIAL # OF FIRST LOCOMOTIVE												
NAME OF RAILROAD OF FIRST LOCOMOTIVE												
# LOCOMOTIVES												
VELOCITY (UNIT:)												
DURATION OF PASSBY ( )												
TIME OF OCCURRENCE												

ADDITIONAL COMMENTS: NO TRAINS

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: NICK VALICH
DATE: 10-27-74
PRECIPITATION: NO
HOUR: 0200 - 0300 MST
TEMPERATURE: 38°F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE LA	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	✓✓			
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:												
TYPE OF TRAIN (P-passenger or F-freight)												
SERIAL # OF FIRST LOCOMOTIVE												
NAME OF RAILROAD OF FIRST LOCOMOTIVE												
# LOCOMOTIVES												
VELOCITY (UNIT:)												
DURATION OF PASSBY ( )												
TIME OF OCCURRENCE												

ADDITIONAL COMMENTS: NO TRAINS

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: NICK YALCH

DATE: 10-27-74
PRECIPITATION: NO

HOUR: 0300 - 0400 MST
TEMPERATURE: 37°F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_a	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓	76dB	
WHEEL SCREECH				
WHISTLE				
OTHER (specify)	✓	✓	80-dB	
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC				
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	F/SB
SERIAL # OF FIRST LOCOMOTIVE	594
NAME OF RAILROAD OF FIRST LOCOMOTIVE	UP
# LOCOMOTIVES	4
VELOCITY (UNIT: MPH)	30
DURATION OF PASSBY (MIN)	2
TIME OF OCCURRENCE	0327

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # BRIGHTON
OBSERVER: Nick Valieu

DATE: 10-27-24
PRECIPITATION: NO

HOUR: 0400 - 0500 MST
TEMPERATURE: 35° F

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_p	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		
WHEEL SCREECH				
WHISTLE	✓	✓		
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC				
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	F
SERIAL # OF FIRST LOCOMOTIVE	[illegible]
NAME OF RAILROAD OF FIRST LOCOMOTIVE	UP
# LOCOMOTIVES	1
VELOCITY (UNIT: MPH)	30-40
DURATION OF PASSBY (Sec.)	45
TIME OF OCCURRENCE	0447

ADDITIONAL COMMENTS: Approaching Speed 30-35 MPH
Leaving Speed 40-45 MPH

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10/21/74 HOUR: 0700-0800
OBSERVER: Salyards PRECIPITATION: none TEMPERATURE: 38°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		1
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	✓	✓		very light traffic
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	F
SERIAL # OF FIRST LOCOMOTIVE	8'51
NAME OF RAILROAD OF FIRST LOCOMOTIVE	UP
# LOCOMOTIVES	4
VELOCITY (UNIT:)	45
DURATION OF PASSBY ( )	5 min
TIME OF OCCURRENCE	computer time 1134:09

ADDITIONAL COMMENTS:

Observer experienced TTS following yesterday's (10-26) shoot-in.

110 cars box/flat + coal (loaded)

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10/27/74 HOUR: 0800-0900
OBSERVER: Salgado PRECIPITATION: none TEMPERATURE: 46°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE LA	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		//
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓		/ 52-55 dB
SUBWAY				
ROAD TRAFFIC	✓	✓		light traffic
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
TYPE OF TRAIN (P-passenger or F-freight)	F/SB	F/SB
SERIAL # OF FIRST LOCOMOTIVE	410	3625
NAME OF RAILROAD OF FIRST LOCOMOTIVE	UP	UP
# LOCOMOTIVES	3	4
VELOCITY (UNIT: mph)	35×15	35×15
DURATION OF PASSBY ( )	1.2 min	2.5 min
TIME OF OCCURRENCE (approximate time)	4:02	4:09

ADDITIONAL COMMENTS:

≥90 cars 90 cars
box cars empty coal cars
flat cars flat beds
4 empty 2 new
≈110 cars trucks

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10/27/74 HOUR: 0900-1000
OBSERVER: Salyards PRECIPITATION: none TEMPERATURE: 53°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		1 = 1 switching + 1 passenger 1 = 3000 HP ROAD [illegible]
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	✓	✓		Light traffic
CONSTRUCTION				
OTHER (specify)				
dogs	✓	✓		IN

FOR EACH TRAIN PASSBY SPECIFY:											
TYPE OF TRAIN (P-passenger or F-freight)	F/SB	F/SB									
SERIAL # OF FIRST LOCOMOTIVE	—	3300									
NAME OF RAILROAD OF FIRST LOCOMOTIVE	UP	UP									
# LOCOMOTIVES	2	2									
VELOCITY (UNIT: mph)	30 mph	29 mph									
DURATION OF PASSBY ( )	1.5 min	1.5 min									
TIME OF OCCURRENCE computer time	22 min 25 sec	34,000 2 min +2 sec									

ADDITIONAL COMMENTS: Ambient 40-41 dB

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10/27/74 HOUR: 1000-1100
OBSERVER: Salcedo PRECIPITATION: none TEMPERATURE: 58°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		1
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓		1 (60 dB) min
SUBWAY				
ROAD TRAFFIC	✓	✓		Light traffic
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	P/LB
SERIAL # OF FIRST LOCOMOTIVE	635
NAME OF RAILROAD OF FIRST LOCOMOTIVE	Conrail
# LOCOMOTIVES	2
VELOCITY (UNIT: mph)	50-55
DURATION OF PASSBY (min)	1.5 min
TIME OF OCCURRENCE	12:100

ADDITIONAL COMMENTS: passenger cars moving 25th.

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10/27/74 HOUR: 1100-1200
OBSERVER: Salgado PRECIPITATION: none TEMPERATURE: 70°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_p	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓		111
SUBWAY				
ROAD TRAFFIC	✓	✓		Light traffic. Motorcycle
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:												
TYPE OF TRAIN (P-passenger or F-freight)												
SERIAL # OF FIRST LOCOMOTIVE												
NAME OF RAILROAD OF FIRST LOCOMOTIVE												
# LOCOMOTIVES												
VELOCITY (UNIT:)												
DURATION OF PASSBY ( )												
TIME OF OCCURRENCE												

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3
OBSERVER: Salgado

DATE: 10/27/74
PRECIPITATION: none

HOUR: 1200-1300
TEMPERATURE: 76°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				not audible
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓		IIII
SUBWAY				
ROAD TRAFFIC	✓	✓		light traffic
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:												
TYPE OF TRAIN (P-passenger or F-freight)												
SERIAL # OF FIRST LOCOMOTIVE												
NAME OF RAILROAD OF FIRST LOCOMOTIVE												
# LOCOMOTIVES												
VELOCITY (UNIT:)												
DURATION OF PASSBY ( )												
TIME OF OCCURRENCE												

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10-27-74 HOUR: 13:00 - 14:00

OBSERVER: S McSweeney PRECIPITATION: None TEMPERATURE: 80° thermometer in car

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	✓	✓		//
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	F
SERIAL # OF FIRST LOCOMOTIVE	3257
NAME OF RAILROAD OF FIRST LOCOMOTIVE	Unreadable
# LOCOMOTIVES	3
VELOCITY (UNIT: mph)	~25
DURATION OF PASSBY ( )	1:30 min
TIME OF OCCURRENCE	13:15

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3
OBSERVER: S McGregor
DATE: 10-27-74
PRECIPITATION: none
HOUR: 14:00 - 15:00
TEMPERATURE: 86° inaccurate

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓	69 dB	20 sec //
SUBWAY				
ROAD TRAFFIC				
CONSTRUCTION				
OTHER (specify)				
Lawn mower	✓	✓		30 min
siren	✓	✓		//

FOR EACH TRAIN PASSBY SPECIFY:													
TYPE OF TRAIN (P-passenger or F-freight)													
SERIAL # OF FIRST LOCOMOTIVE													
NAME OF RAILROAD OF FIRST LOCOMOTIVE													
# LOCOMOTIVES													
VELOCITY (UNIT:)													
DURATION OF PASSBY ( )													
TIME OF OCCURRENCE													

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10-27-74 HOUR: 15:00 - 16:00

OBSERVER: S M Seeger PRECIPITATION: none TEMPERATURE: 84° inaccurate

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE I.D.	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC				
CONSTRUCTION				
OTHER (specify)				
lawn mower	✓	✓		con't from last hour
motorcycle on track	✓	✓	65dB	120 ± 2 1'60 min
"				

FOR EACH TRAIN PASSBY SPECIFY:														
TYPE OF TRAIN (P-passenger or F-freight)	P													
SERIAL # OF FIRST LOCOMOTIVE	628													
NAME OF RAILROAD OF FIRST LOCOMOTIVE	Amtrak													
# LOCOMOTIVES	2													
VELOCITY (UNIT: mph)	53													
DURATION OF PASSBY ( )	30													
TIME OF OCCURRENCE	15:15													

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-7 DATE: 10-27-74 HOUR: 16:00-17:00

OBSERVER: S M Lucas PRECIPITATION: none TEMPERATURE: 78°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓		//
SUBWAY				
ROAD TRAFFIC	✓	✓		///
CONSTRUCTION				
OTHER (specify)				
motorcycle on track	✓	✓	59 dB	5 min 16:05

FOR EACH TRAIN PASSBY SPECIFY:	
TYPE OF TRAIN (P-passenger or F-freight)	F
SERIAL # OF FIRST LOCOMOTIVE	3174
NAME OF RAILROAD OF FIRST LOCOMOTIVE	Penn Central
# LOCOMOTIVES	3
VELOCITY (UNIT:)	32
DURATION OF PASSBY ( )	1:35 min
TIME OF OCCURRENCE	16:59

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10-27-74 HOUR: 17:00-18:00

OBSERVER: B M-L PRECIPITATION: none TEMPERATURE: 60°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	✓	✓		✓
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:													
TYPE OF TRAIN (P-passenger or F-freight)													
SERIAL # OF FIRST LOCOMOTIVE													
NAME OF RAILROAD OF FIRST LOCOMOTIVE													
# LOCOMOTIVES													
VELOCITY (UNIT:)													
DURATION OF PASSBY ( )													
TIME OF OCCURRENCE													

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3
OBSERVER: S. M. Bruce
DATE: 10-27-74
HOUR: 18:00-19:00
PRECIPITATION: none
TEMPERATURE: 50°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L$_x$	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓		//
SUBWAY				
ROAD TRAFFIC	✓	✓	68dB	////
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:													
TYPE OF TRAIN (P-passenger or F-freight)													
SERIAL # OF FIRST LOCOMOTIVE													
NAME OF RAILROAD OF FIRST LOCOMOTIVE													
# LOCOMOTIVES													
VELOCITY (UNIT:)													
DURATION OF PASSBY ( )													
TIME OF OCCURRENCE													

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R-3 DATE: 10-27-74 HOUR: 2200 - 23.00
OBSERVER: Jim Lawson PRECIPITATION: none TEMPERATURE: 40°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY				
WHEEL SCREECH				
WHISTLE				
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓	✓	55	//
SUBWAY				
ROAD TRAFFIC	✓			/
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:													
TYPE OF TRAIN (P-passenger or F-freight)													
SERIAL # OF FIRST LOCOMOTIVE													
NAME OF RAILROAD OF FIRST LOCOMOTIVE													
# LOCOMOTIVES													
VELOCITY (UNIT:)													
DURATION OF PASSBY ( )													
TIME OF OCCURRENCE													

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R 3 ASY
OBSERVER: Jim Larson

DATE: 10-27-74
PRECIPITATION: none

HOUR: 2300 - 2400
TEMPERATURE: 40°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L$_A$	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	—	90-95 dB	/
WHEEL SCREECH				
WHISTLE	✓	—		//
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT				
SUBWAY				
ROAD TRAFFIC	/			/
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:													
TYPE OF TRAIN (P-passenger or F-freight)	F												
SERIAL # OF FIRST LOCOMOTIVE													
NAME OF RAILROAD OF FIRST LOCOMOTIVE	D&RG												
# LOCOMOTIVES	3(3 units)												
VELOCITY (UNIT: MPH)	58												
DURATION OF PASSBY (min)	1.5												
TIME OF OCCURRENCE	2310												

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE # R 3 DATE: 10-28-74 HOUR: 0000-0100
OBSERVER: Jim Larson PRECIPITATION: none TEMPERATURE: 36°

	CHECK (✓) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (✓)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_x	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED AND/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
TRAIN PASSBY	✓	✓		//
WHEEL SCREECH				
WHISTLE	✓	✓		𝍸 /
OTHER (specify)				
NON-LINE NOISE SOURCES				
AIRCRAFT	✓			
SUBWAY				
ROAD TRAFFIC	✓			
CONSTRUCTION				
OTHER (specify)				

FOR EACH TRAIN PASSBY SPECIFY:												
TYPE OF TRAIN (P-passenger or F-freight)	F	F										
SERIAL # OF FIRST LOCOMOTIVE	5039	3167										
NAME OF RAILROAD OF FIRST LOCOMOTIVE	Un Pac	Un Pac										
# LOCOMOTIVES	[illegible]	2 or 3										
VELOCITY (UNIT: MPH)	25	10										
DURATION OF PASSBY (MIN)	2	3										
TIME OF OCCURRENCE	0040	0051										

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-25-74 HOUR: 0100 - 0200

OBSERVER: Jim L. [illegible] PRECIPITATION: none TEMPERATURE: 36°

	check (√) IF OCCURRED DURING THIS HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE #	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
[illegible] Aircraft	✓			
Subway				
Road... Traffic	✓			
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F- freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- [illegible] of [illegible] as first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-25-77 HOUR: 2:00 - 3:00

OBSERVER: Jim Larson PRECIPITATION: none TEMPERATURE: 35°

	check (√) if occurred during the hour	If it is a dominating noise source: check (√)	If it is a dominating noise source: provide #s	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use tally marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic	✓			
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)								
Serial # of first locomotive								
# locomotives								
velocity (unit:)								
duration of passby ( )								
time of occurrence (hour & minute) of first locomotive								

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-28-74 HOUR: 0300-0400

OBSERVER: J. M. Larson PRECIPITATION: none TEMPERATURE: 32°

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L%	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech				
Whistle	✓	✓		III
Other (specify)				
NON-LINE NOISE SOURCES				
Short-Term Aircraft	✓			
Subway				
Road Traffic	✓			
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:		
Type of train (P-passenger or F-freight)		F
Serial # of first locomotive		5157
# locomotives		3
velocity (unit: MPH)		26
duration of passby (min)		15
time of occurrence to nearest minute of first locomotive		03.58 (AM/PM)

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-26-74 HOUR: [illegible]

OBSERVER: J. Lawson PRECIPITATION: [illegible] TEMPERATURE: 37°

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: check (√)	IF IT IS A DOMINATING NOISE SOURCE: provide L_x	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				IIII
Other (specify)				
NON-LINE NOISE SOURCES				
Jets & Aircraft	✓		Go 2 max	
Subway				
Road Traffic	✓			
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	296
# locomotives (3xxx)	4
velocity (unit: MPH)	31
duration of passby (MIN)	2
time of occurrence	0450
Name of railroad (from 1st locomotive)	(Union Pacific)

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-28-74 HOUR: 0500-0600

OBSERVER: Jim Larson PRECIPITATION: None TEMPERATURE: 34°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft				
Subway				
Road... Traffic	✓		.50 Max	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- range & bearing of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-25-74 HOUR: 0000-0700

OBSERVER: JIM LARSON PRECIPITATION: NONE TEMPERATURE: 54°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Low Alt Aircraft				
Subway				
Road... Traffic	✓			
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- sing. or pulled, if first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10/28/74 HOUR: 0700-0800

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 38°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jets: Prop Aircraft				
Subway				
Road: Traffic	✓			
Construction				
Other (specify)				
Barn	✓		60+	/
Factory horn	✓		61	/ (25 sec)

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)											
Serial # of first locomotive											
# locomotives											
velocity (unit:)											
duration of passby ( )											
time of occurrence											
Direction of travel of first locomotive											

ADDITIONAL COMMENTS: constant road traffic, but nothing was really that dominating or over 60 dB.

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10/22/79 HOUR: 0500-0900

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 50°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓		57	11
Subway				
Road Traffic				
Construction				
other (specify)				
dog barking	✓		69	1
horn	✓			1

FOR EACH TRAIN PASSBY SPECIFY:									
Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence (hour and min of first locomotive)									

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10/28/74 HOUR: 0900 - 1000

OBSERVER: Nancy Eckman PRECIPITATION: NONE TEMPERATURE: 66°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓			/
Subway				
Local Traffic				
Construction				
Other (specify) police radio	✓			/

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)											
Serial # of first locomotive											
# locomotives											
Velocity (unit:)											
duration of passby ( )											
time of occurrence											
range of interval if train locomotive											

ADDITIONAL COMMENTS: very little activity, except that the local law enforcement are out to investigate.

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10/29/74 HOUR: 1000-1100

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 72°F

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_n	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet aircraft	✓		56	/
Subway				
Road: Traffic	✓		60	/
Construction				
Other (specify) dog	✓		50	//
motorcycle	✓	✓	71	/ (5 seconds)

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)

Serial # of first locomotive

locomotives

velocity (unit:)

duration of passby ( )

time of occurrence

ADDITIONAL COMMENTS: went on break for ½ hour

Some jerk on a motorcycle was trying to impress me

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10/28/74 HOUR: 1160-1200

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 78°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide dBA	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		1
Wheel screech				
Whistle	✓	✓	86	III
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	peak 72	II (68 dBA) III (60 dBA)
Subsonic				
Road: Traffic	✓		64	1
Construction				
Other (specify)				
mopped motorcyclist	✓	✓	74	1
Kids talking	✓		55	1 (½ min)

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	EC6
# locomotives	2
velocity (unit: mi/hr)	30 @ 20° $\frac{30}{\cos 20} = 31.9$ mi/hr
duration of passby (sec)	5
time of occurrence	11:40
Name of railroad of first locomotive	Union Pacific

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10/28/74 HOUR: 1200-1300

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 81°F

	check (√) if occurred during the hour	If it is a dominating noise source: check (√)	If it is a dominating noise source: provide #'s	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓			11 (55 dB > 12 dB peak 11 (52 dB peak)
Subway				
Road Traffic	✓		60+	11
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:										
Type of train (P-passenger or F-freight)										
Serial # of first locomotive										
# locomotives										
velocity (units:)										
duration of passby ( )										
time of occurrence										
Angle of travel of first locomotive										

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10/28/74 HOUR: 1300-1400

OBSERVER: Nancy Eckman PRECIPITATION: None TEMPERATURE: 85°F

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓		60	1
Subway				
Road... Traffic	✓		60	1
Construction				
Other (specify) day	✓		44	1

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
mode of failure at first locomotive									

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-28-74 HOUR: 1400–1500

OBSERVER: J. M. Larson PRECIPITATION: none TEMPERATURE: 78°

	Check (✓) if occurred during the hour	If it is a dominating noise source: Check (✓)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated and/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Light Industrial	✓	✓	55–60 dB	//
Subway				
Road... Traffic	✓		up to 55 dB	
Construction				
Other (specify)				
FOR EACH TRAIN PASSBY SPECIFY:				
Type of train (P-passenger or F-freight)				
Serial # of first locomotive				
# locomotives				
velocity (unit:)				
duration of passby ( )				
Time of occurrence				
Mode of railway for first locomotive				

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-25-74 HOUR: 1500-1600

OBSERVER: Jim Larson PRECIPITATION: none TEMPERATURE: 75°

	Check (V) if occurred during the hour	If it is a dominating noise source: Check (V)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech				
Whistle	✓	✓		III
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓			
Subway				
Road Traffic	✓	✓	55-65 DB	
Construction				
Other (specify) SIREN	✓	✓	65-70 DB	

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)	P
Serial # of first locomotive	554
# locomotives	2
velocity (unit: MPH)	42
duration of passby (Min)	1
time of occurrence	1517
# of cars behind first locomotive	4

ADDITIONAL COMMENTS:

AMTRACK

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-25-74 HOUR: 1600-1700

OBSERVER: Lin Li-Chow PRECIPITATION: none TEMPERATURE: 66°

	Check (√) IF OCCURRED DURING THIS HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE TALLY MARKS)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech				
Whistle	✓	✓		II
Other (specify)				
NON-LINE NOISE SOURCES				
[illegible] & Aircraft				
Subway				
Road[illegible] Traffic	✓		55-60 dB	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:	
Type of train (P-passenger or F-freight)	F
Serial # of first locomotive	
# locomotives	6
velocity (unit: MPH)	28
duration of passby (unit: MIN)	1.5
time of occurrence	1745
name of railroad of first locomotive	Pacific

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-5 DATE: 10-28-74 HOUR: 1700 - 1800

OBSERVER: J. M. LARSON PRECIPITATION: NONE TEMPERATURE: 58°

	Check (✓) if occurred during the hour	If it is a dominating noise source: Check (✓)	If it is a dominating noise source: Provide L_x	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Jet Aircraft	✓	✓	60-65 dB	III
Subway				
Road Traffic	✓	✓	Up to 65	CONSTANT
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)

Serial # of first locomotive

locomotives

velocity (unit:)

duration of passby ( )

time of occurrence

time of passby of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R3 DATE: 10-28-74 HOUR: 1800-1900

OBSERVER: J.M. LARSON PRECIPITATION: NONE TEMPERATURE: 45°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide #	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby	✓	✓		I
Wheel screech				
Whistle		✓		II
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓			IIII
Subway				
Road Traffic	✓	✓		
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:								
Type of train (P-passenger or F-freight)	F							
Serial # of first locomotive								
# locomotives	2							
velocity (unit: MPH)	70							
duration of passby (MIN)	2.5							
time of occurrence	1805							
Name of Train or first locomotive	Union Pacific							

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R 3 DATE: 10-28-74 HOUR: 1900 - 2000

OBSERVER: J.A. Lawson PRECIPITATION: NONE TEMPERATURE: 43°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Plane or Aircraft	—	—	53-60 dB	1111
Subway				
Road Traffic	—	—	50 DB	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- type of railroad of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R-3 DATE: 10-28-74 HOUR: 2000-2100

OBSERVER: J. [illegible] PRECIPITATION: [illegible] TEMPERATURE: 44°

	Check (√) if occurred during the hour	If it is a dominating noise source: Check (√)	If it is a dominating noise source: Provide L_A	Whenever possible, indicate the approximate duration (min) during which each noise source dominated &/or the # of discrete occurrences (use hash marks)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
[illegible] Aircraft	✓	✓	53-03	//
Subway				
Road..., Traffic	✓		52 08	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

- Type of train (P-passenger or F-freight)
- Serial # of first locomotive
- # locomotives
- velocity (unit:)
- duration of passby ( )
- time of occurrence
- [illegible] location of first locomotive

ADDITIONAL COMMENTS:

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: R3 DATE: 10-28-74 HOUR: 2100-2200

OBSERVER: Jim Lorenz PRECIPITATION: None TEMPERATURE: 40°

	Check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
LINE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
NON-LINE NOISE SOURCES				
Aircraft	✓	✓	60 dB	11
Subway				
Road Traffic	✓		45-50 dB	
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:									
Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									
time of occurrence									
name of railroad of first locomotive									

ADDITIONAL COMMENTS:

APPENDIX C

ONAC REQUEST

FOR

REGIONAL ASSISTANCE

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

SUBJECT: Interstate-Rail Carrier Monitoring DATE: SEP 1 0 1974

FROM: Arnold G. Konheim works for Casey Cassavaria
Technical Assistance Branch

TO: Hal Watson Dallas
Jan Pawlak N.Y.
Kent Williams Atlanta
Bob Simmons

THRU: Rudolph M. Marazzo, Director
Technical Assistance Operations Division

Casey Caccavari, Chief
Technical Assistance branch

You will find a proposal for the monitoring of interstate-rail carriers by Regions II, IV, VI, and VIII attached (enclosure (1)). This proposal outlines the monitoring locations, outputs, measurement and analysis approach, cost requirements, and timetable for this project.

Each regional office will receive $2985 to cover the project costs: this includes $825 to meet equipment requirements and $2160 for manpower requirements.

In order for the project results to be of any value to the Standards and Regulations (S&R) Division, the deadlines of the enclosed project timetable must be strictly adhered to. The absolute nature of these deadlines may be better appreciated in light of the fact that the S&R Division qualified their approval for funding with the restriction that these deadlines are met. Their funding (and hence the project) will be discontinued should at any time it appear that these deadlines will not be achieved. (See enclosure (2)).

The immediate responsibilities of your regional office are to:

1) obtain photographs or maps of all railroad yards within a convenient travelling distance of your office (e.g., 80 km).

2) make recommedation for:

   a) measurement sites which are sensitive to the location types described in Section II of the attached proposal, plus

NOISE CONTROL SEP 1 3 1974

b. those sites which are conducive for making noise level measurements of mobile and stationary passenger trains, and

3) determine a method for obtaining student labor, which meets the timetable constraints.

These photographs, maps, and measurement site recommendations will be sent to headquarters for final consideration and approval by the TA&O and S&R Divisions.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

10 SEP 1974

MEMORANDUM TO: R. Marrazzo

SUBJECT: Interstate Rail Carrier Monitoring

I am in receipt of the September 6, 1974, memo from Arnie on this subject. I am in agreement with the proposal and will fund from the S&R Division $12k for the required effort.

There is one,proviso on the above, however. That is, that the completion time specified is met. Beyond early November 1974, the information to be provided will likely be of little to no value to me. This is because of the requirement to quickly resolve outstanding issues related to final promulgation of Section 17 regs. Accordingly, I need to be kept aware of any slippage in time or product which may occur. If slippages, actual or envisioned, are such that it is apparent that the effort will not be responsive to our requirements, it would likely be desirable to curtail further efforts (and hence expenditures) at that point.

Henry E. Thomas

cc: A. Meyer
A. Konheim
W. Roper
A. Ross

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

SUBJECT: Interstate-Rail Carrier Monitoring DATE: 9/6/74

FROM: A. G. Konheim

TO: Hank Thomas

Thru: Rudolph Marrazzo

Thru: Cosimo Caccavari

I. Summary

It is proposed that the pilot regional resources be applied to monitoring the noise levels near railroad yards and rights-of-way in order to compile a data base necessary for supporting the interstate rail carrier regulations. The monitoring, scheduled to begin September 30 and last for one month, will be implemented by Regions II, IV, VI, and VIII. The program costs will be distributed by the Standards and Regulation and TA&O Divisions: the cost to the S&R Division is estimated at $12,440.

II. Monitoring Locations

Monitoring locations of interest are as follows:

a. Yards

I. Flat
II. Hump

b. Rights-of-way

For yards, monitors will be located at sites sensitive to the following:

I. Switcher activity
II. Car impact
III. Refrigerator cars
IV. Retarder (Hump only)
V. Piggy-back operations
VI. Miscellaneous
speaker boxes
repair operations

Rights-of-way will be monitered from locations 30.4 m (100 ft.) from the right-of-way.

Outputs

For both yards and rights-of-way, the following outputs will be derived:

Descriptor	Yards	Rights-of-Way
L_{dn}	X	X
L_{eq}	X	X
L levels	X	X
Analog Tape	Representative sample	Only for Train Pass-By's
Source Information	Type of activity	Locomotive ID Noisiest Car types
Selected film record	X	X

Measurement Approach

Four regions will obtain 24 hour data for selected sites per the the following schedule:

3 yard sites	one week at each site
3 rights-of-way	2 days at each site

Analysis Approach

Data will be processed on-site. Analyzed data will be fed into regional terminals connected to EPA's central processing facitity. The final output will be in a tabular or graphic form suitable for executive review.

Cost Analysis

Equipment Requirements

1.	Consummable supplies (film, magnetic tape, batteries)	$1,000
2.	Van Rentals ($20/day x 30/days x Regions)	2,000
3.	Radar Rentals (37.50 X 4)	150
4.	Auxiliary measurement equip. (meteorological, measuring)	150
		3,300

Manpower Requirements (student labor)

$3/hr x 24 hrs x 30 days x 4 Regions	$ 8,640
Central Computer Costs	500
TOTAL	$12,440

Computer programming for the central processing facility (anticipate 4 man days) will be supplied by the Standards & Regulations Division (Pesce or McLeod).

All other measurement costs are to be borne by TA&O Division and Regions.

Program Plan

Figure 1 shows the program time schedule. The Sept. 30th starting date will assure the development of a standard methodology necessary to assure uniformity in the collection of data.

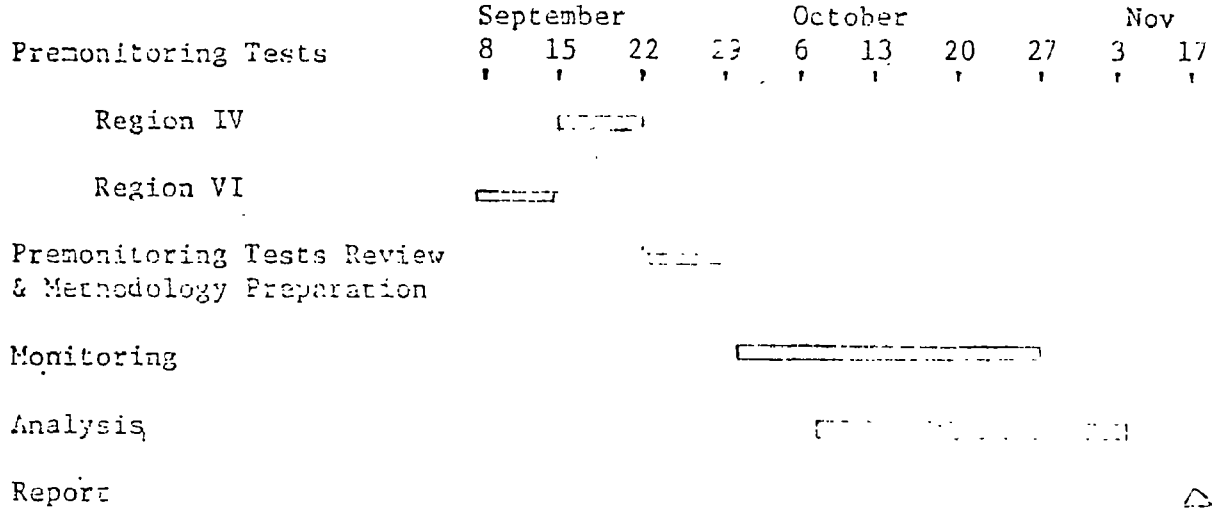


Fig. 1 Time Schedule

APPENDIX D

FUNDS TRANSFER REQUEST

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

SUBJECT: Change Request

DATE: SEP 2 6 1974

FROM: Kirke Harper
Program Planning & Management Division (AW-571)

TO: Deputy Assistant Administrator
for Resources Management (PM-224)

THRU: Mary Blakeslee
Office of Program Management Operations (WH-556)

It is requested that a total of $11940.00 be transferred from FY1975 Allowance 5-21H5, Sub-element Noise Standards Setting (2GA378-21) to the Regional Administrators of Region II (2GH379-02), Region IV (2GH379-04), Region VI (2GH379-06), and Region VIII (2GH379-08). This transfer of funds is necessary to cover the consumable equipment and student labor costs which will be incurred by each of the four Regions (II, IV, VI, and VIII) during their monitoring of interstate rail-carrier noise for a 30-day period.

Enclosure

cc: Meyer
Pawlak/Region II
Williams/Region IV
Watson/Region VI
Simmons/Region VIII
Marrazzo
Thomas
Degnan
Caccavari
Konheim
Seidman
Johnson

X-53790 8 L L 02

AW-571:NBraymer:meh:9/16/74

NOISE CONTROL

SEP 3 0 1974

Noted _____

Filed _____

EPA Form 1320-6 (Rev. 6-72)

'fice of Resources Management

FROM: DAA, ONAC
Allowance Recipient — Title

TO: 9/16/74

21(5-21H5)
Allowance Number

Effective Date of Reprogramming: ASAP

RPIO Approved: _____

(1) Division Schedule Code	(2) Subelement Number	(3) Section of Law	(4) 1975 Reprogramming (+) or (-) Perm Pos.	Temp Pos.	$	Column (4) $ by Object Class Category and Quarter — Object Class*	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	Total	(+) or (-) Effect On 6 Perm Pos.	Temp. Pos.
Transfer From:													
	2GA378-21	LB			11940.0	Contracts		11940.0			11940.0		
Transfer To:													
	2GH379-02	LB			825.0	in-house		825.0			825.0		
	2GH379-02	LB			2160.0	contracts		2160.0			2160.0		
	2GH379-04	LB			825.0	in-house		825.0			825.0		
	2GH379-04	LB			2160.0	contracts		2160.0			2160.0		
	2GH379-06	LB			825.0	in-house		825.0			825.0		
	2GH379-06	LB			2160.0	contracts		2160.0			2160.0		
	2GH379-08	LB			825.0	in-house		825.0			825.0		
	2GH379-08	LB			2160.0	contracts		2160.0			2160.0		

* Transfer from: Indicate source (funds, grant by type, contracts, interagency agreements as inhouse) on the most recent Resource Information System Report (RIM-2) available.
Transfer to: Indicate same information so that AMIS systems can be changed.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

f: Interstate-Rail Carrier Monitoring DATE: 9/6/74

1: A. G. Konheim

O: Hank Thomas

Thru: Rudolph Marrazzo

Thru: Cosimo Caccavari

I. Summary

It is proposed that the pilot regional resources be applied to monitoring the noise levels near railroad yards and rights-of-way in order to compile a data base necessary for supporting the interstate rail carrier regulations. The monitoring, scheduled to begin September 30 and last for one month, will be implemented by Regions II, IV, VI, and VIII. The program costs will be distributed by the Standards and Regulation and TA&O Divisions: the cost to the S&R Division is estimated at $12,440.

II. Monitoring Locations

Monitoring locations of interest are as follows.

a. Yards

I. Flat
II. Hump

b. Rights-of-way

For yards, monitors will be located at sites sensitive to the following:

I. Switcher activity
II. Car impact
III. Refrigerator cars
IV. Retarder (Hump only)
V. Piggy-back operations
VI. Miscellaneous
speaker boxes
repair operations

Rights-of-way will be monitered from locations 30.4 m (100 ft.) from the right-of-way.

Outputs

For both yards and rights-of-way, the following outputs will be derived:

Descriptor	Yards	Rights-of-Way
L_{dn}	X	X
L_{eq}	X	X
L_{levels}	X	X
Anolog Tape	Representative sample	Only for Train Pass-Bys
Source Information	Type of activity	Locomotive ID Noisiest Car types
Selected file record	X	X

Measurement Approach

Four regions will obtain 24 hour data for selected sites per the the following schedule:

3 yard sites	one week at each site
3 rights-of-way	2 days at each site

Analysis Approach

Data will be processed on-site. Analyzed data will be fed into regional terminals connected to EPA's central processing facitity. The final output will be in a tabular or graphic form suitable for executive review.

Cost Analysis

Equipment Requirements

1.	Consummable supplies (file, magnetic tape, batteries)	$1,000
2.	Van Rentals ($20/day x 30/days x Regions)	2,000
3.	Radar Rentals (37.50 X 4)	150
4.	Auxiliary measurement equip. (meteorological, measuring)	150
		3,300

Manpower Requirements (student labor)	
$3/hr x 24hrs x 30 days x 4 Regions	$ 8,640
Central Computer Costs	500
TOTAL	$12,440

Computer programming for the central processing facility (anticipate 4 man days) will be supplied by the Standards & Regulations Division (Pesce or McLeod).

All other measurement costs are to be borne by TA&O Division and Regions.

Program Plan

Figure 1 shows the program time schedule. The Sept. 30th starting date will assure the development of a standard methodology necessary to assure uniformity in the collection of data.

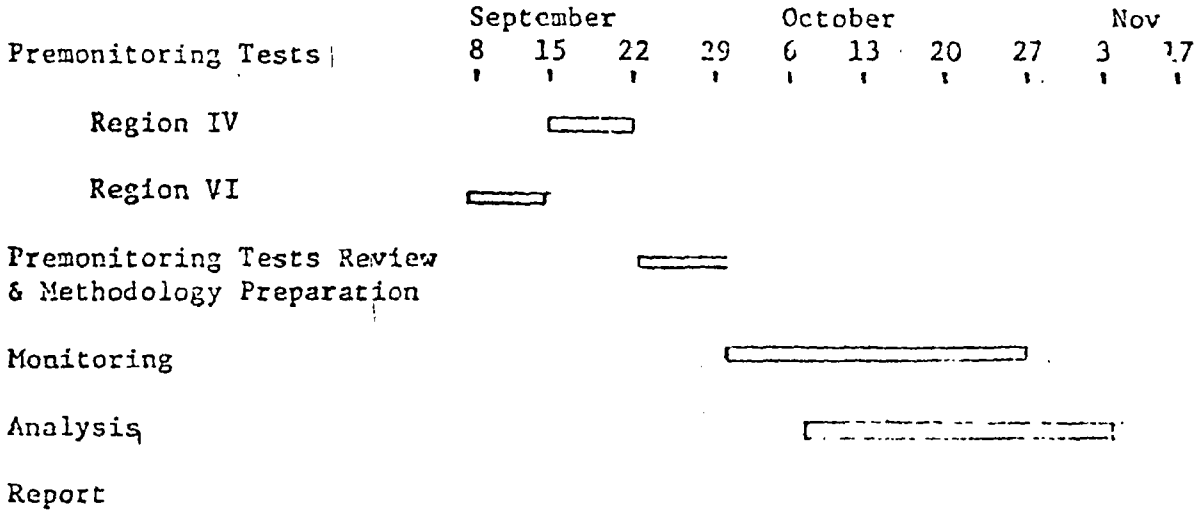


Fig. 1 Time Schedule

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D C 20460

10 SEP 1974

MEMORANDUM TO: R. Marrazzo

SUBJECT: Interstate Rail Carrier Monitoring

I am in receipt of the September 6, 1974, memo from Arnie on this subject. I am in agreement with the proposal and will fund from the S&R Division $12k for the required effort.

There is one proviso on the above, however. That is, that the completion time specified is met. Beyond early November 1974, the information to be provided will likely be of little to no value to me. This is because of the requirement to quickly resolve outstanding issues related to final promulgation of Section 17 regs. Accordingly, I need to be kept aware of any slippage in time or product which may occur. If slippages, actual or envisioned, are such that it is apparent that the effort will not be responsive to our requirements, it would likely be desirable to curtail further efforts (and hence expenditures) at that point.

Henry E. Thomas

cc: A. Meyer
A. Konheim
W. Roper
A. Ross

APPENDIX E

YARD SURVEY METHODOLOGY

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

SUBJECT: Interstate Rail Carrier Monitoring DATE:

FROM: Casey Caccavari, Chief
Technical Assistance Branch

TO: Hank Thomas, Acting Director
Standards and Regulations Division

Thru: Rudolph M. Marrazzo, Director
Technical Assistance and Operations Division

The enclosed yard methodology (Enclosure 1) will be transmitted to the pilot regions upon your concurrence. This methodology was developed with the advice and concurrence of Dr. William Roper and Mr. George Kamper The propose right-of-way methodology will be developed within the next two weeks.

Enclosure (2) shows the format of the computer output. Before developing the necessary software, your concurrence in this area is also required.

Enclosure (3) contains a list of yard monitoring sites including recommendations. Please select those locations where monitors are to be located.

YARD METHODOLOGY

A. MONITORING DAY AND WEEK

Monitoring Day is to begin at 12 noon

Monitoring Week is to begin at 12 noon on Monday.

Lengths of Day are as follows.

Monday. 24 hours

Tue. - Sat. 23 1/2 hours Starting @ 12:30 p.m.

Sunday 19 1/2 hours* Starting @ 12:30 p.m.

Terminating @ 8:00 a.m. Monday

* Transportation of system may require reducing Sunday monitoring period

B. ACOUSTIC (RR)

1. Microphone

   a. Location: At boundary line at an approved location

   b. Height: Between 1.1 and 3.5m

2. Wind

   a. Anemometer to be located at least 5m from microphone

   b. Wind cutoff to be set @ 21 Km/h

3. Digital Channel

   a. Electronics

      (i) sampling rate = 10 samples/s

      (ii) low frequency cutoff = 50 Hz

(i) Follow instructions in system manual using 1-hour data blocks.

(ii) For the following days, set 1st data block equal to 30 minutes (or remaining time before next hour)
Tuesday, Wednesday, Thursday, Friday, Saturday

(iii) Readout data at noon on Tuesday thru Saturday
Readout data at 8 a.m on Monday

c. Calibration

Daily between 12:00 and 12:30 p.m.

4. Analog Channal

a. Unit: 45 minute anolog tape recording at 7 1/2 ips

b. Collection Policy

(i) collect at least 2 data units for characteristically active periods of noise environment to be shipped to Hq

(ii) collect at lease 2 data units for region which may be analyzed after program is completed.

(iii) collect at least one data unit close to each noise source if possible. (This requires separate input system into Nagra).

c. Collection Technique

(i) For boundary line measurements; see attachment 1-A

(ii) For close-in source measurements, see manufacturer's manual.

C. ACOUSTIC (NON-R.R.)

Record type, duration, time& A-C- sound levels of significant non-RR noise yard sources using a handheld sound level meter.

D. NON-ACOUSTIC

a. Meteorological

(i) Precipitation only to be indicated if occuring

(ii) Temperature Hourly reading in °C

b. Activity Level

(i) # Cars switched

(ii) # Cars which squeal

(iii) # of Locomotive passbys

(IV) # of motor vehicles moved (for piggyback)

(V) # of car impacts

DOCUMENTATION

1. Casettes: Regions will retain and store.
2. Paper tape outputs: Regions will retain and store.
3. Regions will retain and transmit to Hq the following information daily using computer terminal

   a. L_0
      L_1
      L_{10}
      L_{eq}
      L_{50}
      L_{90}
      } FOR EACH HOUR

      L_{dn}
      $L_{eq(24)}$
      } FOR EACH DAY

   b. Month, day, hour and minute of start
      Total # of wind samples. Total # of ove

   c. Regions will use a new casette each day. For casette advise, see Attachment 1-B

   d. Regions will transmit data using a standard format by Hqs.

4. Regions will record other than computer information log sheet (Attachment 1-C).

ATTACHMENT 1 - A NAGRA TAPE RECORDER METHODOLOGY

1. Check recorder batteries. Set function selector switch to "test" and meter function switch to "Bat". Meter should read over 7.1 volts.
2. Set: i) filter switches (both green and red) to "L in."
   ii) meter function to slow or fast.
   iii) attenuators to 80 dB width, fine settings set to 0.
3. When recording use "record - sp" position
4. All information should be written on tape box and announced verbally on the tape.
5. Calibration and attenuator settings on outdoor mike must be set for digital system before before calibrating recorder Linear output of the filter box is not affected by the filter box gain adjustment.
6. Announce information on the tape (using cue mike):
   a. Name of project (EPA Interstate Railroad Monitoring Program) (Region Y, reel number X)
   b. Identification Number
   c. Date and Time
   d. Identify Equipment
   e. Identify site and describe weather conditions.
   f. List personnel making recording.
   g. Identify calibration signal to be used.
7. Turn calibration signal on at digital box and recorder function to "test". Adjust attenuators so that both channels read 0 dB. Note atlenuator settings.

8. Record approximately 45 seconds of the calibration signa
9. Check to see that signal is being recorded by listening headphones and tape-direct switch set to "tape" or by r tape and listening. Check channels 1, 2 and out.
10. Increase attenuation of channel 1 by 20 dB (turn attenu counter-clockwise).

    Decrease attenuation of channel 2 by 10 dB (turn attenu clockwise)
11. Note new attenuator settings
12. Begin data recording. Monitor recording with headphone
13. Record at least 40 minutes of data. Note duration of r

ATTACHMENT 1-B

Data Cassette Requirements:

1. The one requirement is that cassette can be disassembled in order to shorten the leaders. Do not attempt to use a tape if the beginning of the tape is plastic leader.
2. Data cassettes supplied by CERL are Maxell type UD audio cassettes and should be readily available.
3. Many cassettes, as used for programs supplied by CERL, are intended for digietal use. They have a harder coarser surface coating resulting in greater durability but, poorer frequency response than audio cassettes. Their cost is about double that of audio cassettes.
4. Audio cassettes should be satisfactory for data collection since they will be stored and played back a limited number of times.

SITE NUMBER: DATE: HOUR:

OBSERVER: PRECIPITATION (YES OR NO) TEMPERATURE:

	CHECK IF OCCURED DURING THE HOUR	CHECK IF IS A DOMINATING NOISE SOURCE	WHENEVER POSSIBLE INDICATE THE APPROXIMATE DURATION OF TIME (MIN) DURING WHICH EACH NOISE SOURCE DOMINATES AND/OR THE # OF DISCRETE OCCURRENCES (USE REMARKS
YARD NOISE SOURCES			
cars switched			
car impacts			
retarder noise (car squeals)			
motor vehicles loaded (piggyback)			
locomotive passby			
locomotive idling			
refrigerator car idling			
speaker announcements			
other (specify; ex: maintainance)			
NON-YARD NOISE SOURCES:			
TRANSPORTATION:			
aircraft			
subway			
road traffic			
other (specify)			
CONSTRUCTION:			
others (specify)			

ADDITIONAL COMMENTS:

ENCLOSURE 2

PROPOSED FORMATS FOR DATA OUTPUT

ENCLOSURE 2

PROPOSED FORMATS FOR DATA OUTPUT

ENCLOSURE 2

PROPOSED FORMATS FOR DATA OUTPUT

TIME OF DAY (BY HR)

Noise Envir:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
L_{eq}																								
L_0																								
L_1																								
L_{10}																								
L_{50}																								
L_{90}																								

Activity Level:

cars switched
cars which squealed
locomotive passbys
car impacts
vehicles loaded
(piggyback operation)
etc (whatever is approp.
to that type of site)

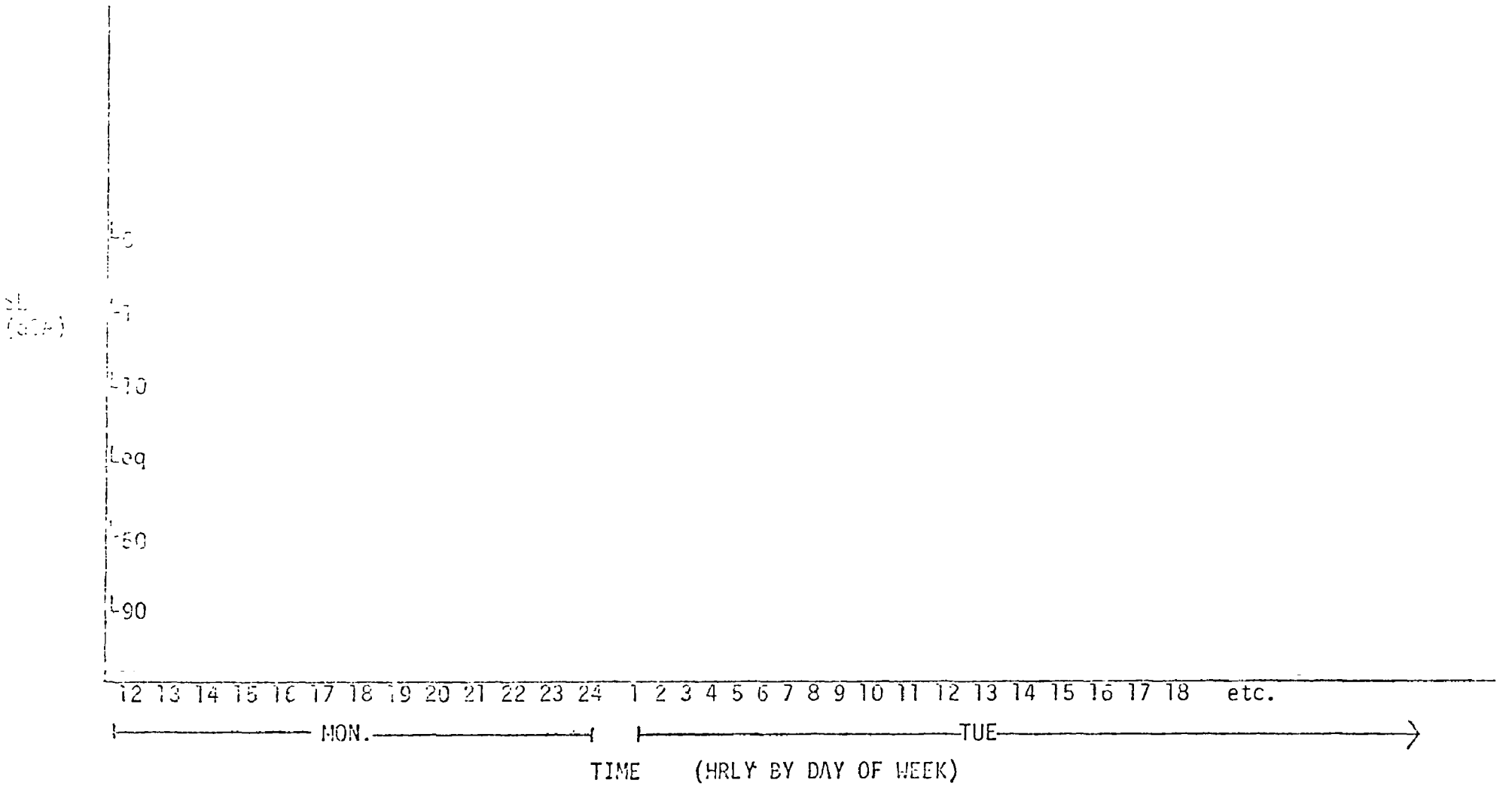
Meteorological Data:
Precipitation
Temperature

Levels of other noise
sources (specify sources)

ONE TABLE PER YARD SITE

	SUN.	MON.	TUES.	WED.	THURS.	FRI.	SAT.
$L_{eq}(24)$							
L_{dn}							

(OR ONE TABLE PER SITE PER DAY)



YARD MONITORING SITES

Enclosure 3

Tables 1 and 2 summarize the information gathered by EPA Regions II, IV, VI, and VIII regarding the rail yards within an acceptable traveling distance of their regional office.

Yard site recommendations have been made by the Regions for the first week of monitoring (Attachment 3-A). These site recommendations were discussed with and approved by Dr. William Roper.

D CODE	Y-1	.Y-2	.Y-3	Y-4	Y-5	Y-6	Y-7
ilroad Company	D&RGW	C&S	Union Station	U.P			
PA Regional Office	VIII	VIII	VIII	VIII	VIII	VIII	VIII
ocation	Denver	Denver	Denver	Denver	Burlington	Denver	Denver
rd Type	Flat	Flat	Flat	Flat	Flat	Flat	Flat
ze (#of tracks)	31						
tivity:							
itcher	X	X			X	X	X
r Impact	X	X			X	X	X
etarder							
iggyback O.				X			
efrigerator C.	X						
peaker Box	NO	NO	NO	NO	NO	NO	NO
epair Operation	X	X			X		
assenger Cars			X				
her (specify)						Service to industries	Service to industries
cent Land Use							
sidential	Within 1 Block			X		X	
mercial	X	X	X			X	
Industrial	X	X	X			X	X
creational	Within 1 block						
stitutional							

Raceway River Noisey Possible

CODE	Y-8	Y-9	Y-10	Y-11	Y-12	Y-13	Y-14
Road Company	P.C.	Boston & Maine	L.I. P.C.	Texas Pacific	Santa Fe	L&N	S
Regional Office	II	II	II	IV	VI	IV	IV
Location	Manhattan	Mechanic-ville	Long Island	Ft. Worth	Dallas	Atlanta	Atlanta
Type	Flat	Hump	Hump	Hump	Flat	Hump	Hump
(#of tracks)		36		44		24	65
Activity:							
Switcher	X	X	X	X	X	X	X
Impact	X	X	X	X	X	X	X
Barder		X	X	X		X	X
Piggyback O.						X	X
Refrigerator C.	X						X
Caboose						No	No
Repair Operation							X
Passenger Cars			X				
Other (specify)	Class-ification			Load-cell			Class-ification
Adj. Land Use							
Residential	X	Nearby				X	X
Commercial							
Industrial			X				X
Recreational							
Institutional			Major traffic	Urban			

Table 2:

YARD CODE	COMMENTS
Y-1	Refrigerator Cars are on a side track and are somewhat isolated from other activities.
Y-4	Piggyback operations are isolated from other activities.
Y-9	This site was one of those studied within the background document
Y-10	The ambient noise levels are high due to the surrounding industrial land use and overhead transportation routes.
Y-12	400 feet major freeway.
Y-13 & Y-14	These two yards share a common boundary line. Their retarder and piggyback in a valley with the property lines being on the top of a 30-40 ft. bluff. The maintaenance activities of Y-14 are next to the center (common) boundary fence with numerous tracks between the shop and the outside boundary line. The switcher activity of Y-14 is level with the outside boundary fence and well isolated from other activities.

Attachment 3-1

RECOMMENDED YARD SITES FOR
MONITORING DURING WEEK

EPA REGION	YARD CODE	CENTRAL ACTIVITY	COMMENTS
II	Y-8	Switcher - Car Impact - Refrigerator Car	Residential impact area. Source of citizen complaint All activities take place in close proximity, therefo this site would represent t combined effects of many r road activities. Convenie location.
IV	Y-14	Switcher - Car Impact	Large yard with isolated classification activities. Impacts an adjacent reside land use. Level with bound fence.
VI	Y-12	Classification (cargo carrying railroad yard)	Handle 950 cars/dy. Convenient location. Microphone site 400 feet to main line and to free-way. Good Railroad Cooper
VIII	Y-9	PIGGYBACK ~~Refrigerator~~ Cars	Isolated ~~on a siding~~.

APPENDIX F

RIGHT-OF-WAY SURVEY METHODOLOGY

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

UBJECT: Interstate Rail Carrier Monitoring DATE:

FROM: Casey Caccavari, Chief
Technical Assistance Branch

TO: Hank Thomas, Acting Director
Standards and Regulations Division

THRU: Rudolph M. Marrazzo, Director
Technical Assistance & Operations Division

The enclosed right-of-way methodology (Enclosure 1) will be transmitted to the pilot regions upon your concurrence. This methodology was developed with the advice and concurrence of Dr. William Roper.

Enclosure (2) shows the right-of-way schedule.

Enclosure (3) is the site selection criteria.

Enclosure (4) is the data log sheet for recording observations.

Received 19 Oct 74 at [illegible]
21 Oct 74

EPA Form 1320-6 (Rev. 6-72)

RIGHT-OF-WAY METHODOLOGY

A. Monitoring Day and Period

Monitoring day is to begin at 12 noon for the first and third monitoring periods. Monitoring day to begin in the afternoon or evening for the second and fourth monitoring periods.

A monitoring period comprises 48 hours.

B. Acoustic (RR)

1. Microphone

a. Location: 30.4 m from center line of closest frequently-used track.

b. Height: 1.2 m above ground.

2. Test Environment

Track bed should be visible from microphone site for at least 90 m in both track directions.

Major obstructions should be avoided within the area shown in Figure 6.1.

3. Wind

a. Anemometer to be located at least 5 m from microphone

b. Wind cutoff to be set @ [illegible]

4. Digital Channel

a. Electronics

(i) sampling rate = 10 samples/s

(ii) low frequency cutoff = 50 Hz

b. Software

(i) follow instructions in system manual using 1-hour data blocks.

(ii) for the second day, set 1st data block equal to 30 minutes (or remaining time before next hour).

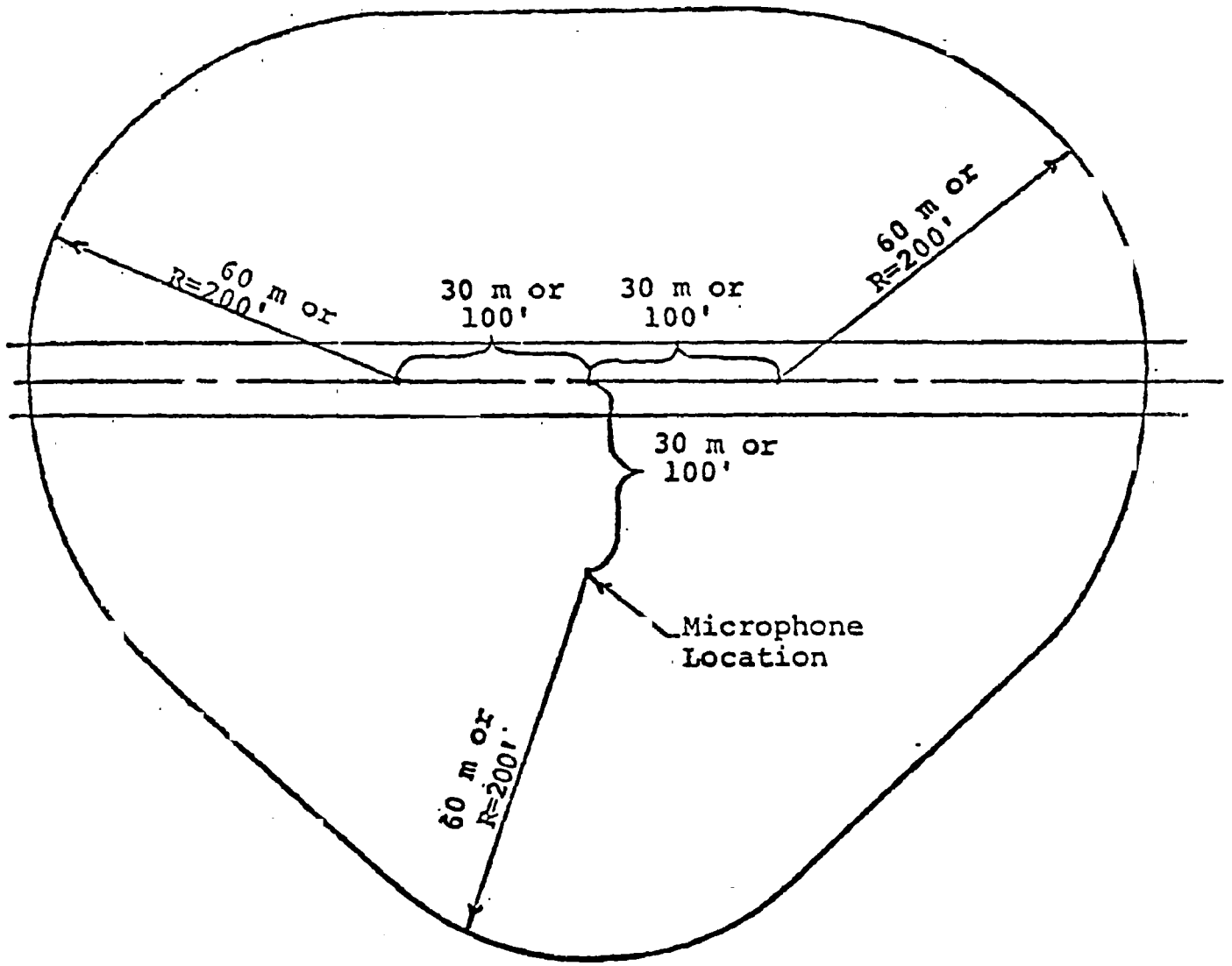


Figure 6-1. Test Site Clearance Requirements for Wayside Rail Car Noise Pass-by Test

(iii) readout data at end of 24 and 48-hours.

c. Calibration

At start of and 24 hours into monitoring period.

5. Analog Channel

a. Unit: 45 minute analog tape recorded at 7 1/2 ips.

b. Collection Policy for each site

(i) collect at least 1 data units for characteristically active periods of noise environment to be shipped to Hq.

(ii) record each different type of train scheduled to pass by microphone site during monitoring periods.

C. Acoustic (Non-RR)

Record type, duration, time & A-C- sound levels of significant non-RR noise ~~yard~~ right-of-way sources using a handheld sound level meter.

D. Non-Acoustic

a. Meteorological

(i) precipitation only to be indicated if occurring.

(ii) temperature hourly reading in °C.

b. Activity Level

Obtain detailed train activity specified on Right-of-Way key.

E. Documentation

Continue policy discussed in yard methodology.

ENCLOSURE 2

REGION II:	OCT. 18 (F) NOON	-	OCT. 21 (Mo) NOON*
	OCT. 21 (Mo) P.M.	-	OCT. 23 (W) P.M.
	OCT. 24 (Th) NOON	-	OCT. 26 (Sa) NOON
	OCT. 26 (Sa) P.M.	-	OCT. 28 (M) P.M.
REGION IV:	OCT. 23 (W) NOON	-	OCT. 25 (F) NOON
	OCT. 25 (F) P.M.	-	OCT. 27 (Su) P.M.
REGION VI:	OCT. 23 (W) NOON	-	OCT. 25 (F) NOON
	OCT. 25 (F) P.M.	-	OCT. 27 (Su) P.M.
REGION VIII:	OCT. 21(M) NOON	-	OCT. 23 (W) NOON
	OCT. 23(W) P.M.	-	OCT. 25 (F) P.M.
	OCT. 26(Sa) NOON	-	OCT. 28 (M) NOON

* 72-HOUR PERIOD.

ENCLOSURE 3

RIGHTS-OF-WAY MONITORING SITES

Sites will be selected so as to achieve variation between sites with respect to the following characteristics:

1. grade of track
2. curvature of track [most sites must have a radius of curvature >873 meters (2865 ft.), preferably one site with a curve radius close to ~~873 meters~~ 2866 ft, one ~~straight~~ track & one curve radius < 900 ft]
3. switching frogs
4. grade crossings
5. welded or jointed tracks
6. track irregularities
7. depressed lines or cuts
8. traffic volume
9. traffic mix (passenger or freight)
10. adjacent land use
11. # tracks

Information provided by the Regions to headquarters in regard to proposed rights-of-way monitoring sites, will describe these sites with respect to the above characteristics.

DATA LOG FOR RIGHTS-OF-WAY OBSERVATIONS

SITE#: DATE: HOUR:

OBSERVER: PRECIPITATION: TEMPERATURE:

	check (√) IF OCCURRED DURING THE HOUR	IF IT IS A DOMINATING NOISE SOURCE: CHECK (√)	IF IT IS A DOMINATING NOISE SOURCE: PROVIDE L_A	WHENEVER POSSIBLE, INDICATE THE APPROXIMATE DURATION (MIN) DURING WHICH EACH NOISE SOURCE DOMINATED &/OR THE # OF DISCRETE OCCURRENCES (USE HASH MARKS)
INE NOISE SOURCES				
Train passby				
Wheel screech				
Whistle				
Other (specify)				
ON-LINE NOISE SOURCES				
Aircraft				
Subway				
Road Traffic				
Construction				
Other (specify)				

FOR EACH TRAIN PASSBY SPECIFY:

Type of train (P-passenger or F-freight)									
Serial # of first locomotive									
# locomotives									
velocity (unit:)									
duration of passby ( )									

APPENDIX G

PROCUREMENT LIST

PROCUREMENT LIST

Items Available for Future Surveys	How Obtained
Environmental Noise Monitoring System	ONAC
Fire extinguisher	GSA
First-aid kit	GSA
Flashlight	GSA
Timer	GSA
Hardware to support mike and anemometer	Purchased
Clipboards	GSA
Water Jug	Purchased
Extension cords, heavy duty, 250 ft. total	Purchased
Lamp holder & connectors	Purchased
Assorted tools	On hand or borrowed
A.C. voltmeter	On hand
Thermometers, inside & outside	Purchased
Measuring tape	GSA
Spare Fuse	Purchased
Connector for anemometer	Purchased
Take-up reels for analog tapes, 2 ea.	Purchased
Drop-out relay assembly components	Purchased
Low noise ventilation fan	Purchased