

# Richmond Terminal RCL Site Inspection 10-17-02

Richmond has three yard jobs around the clock on the east and west end.

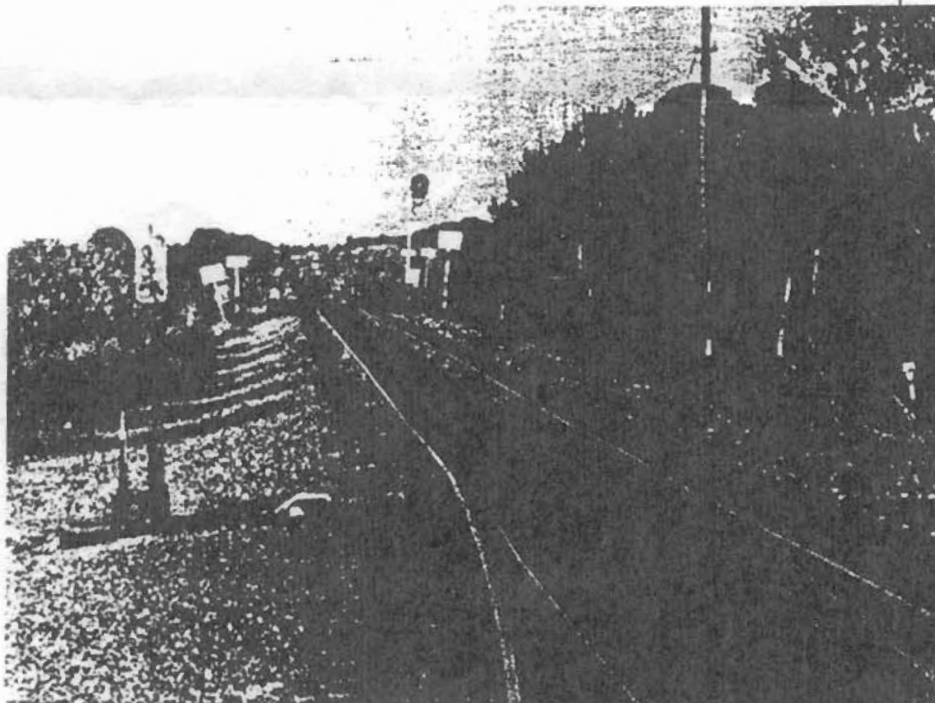
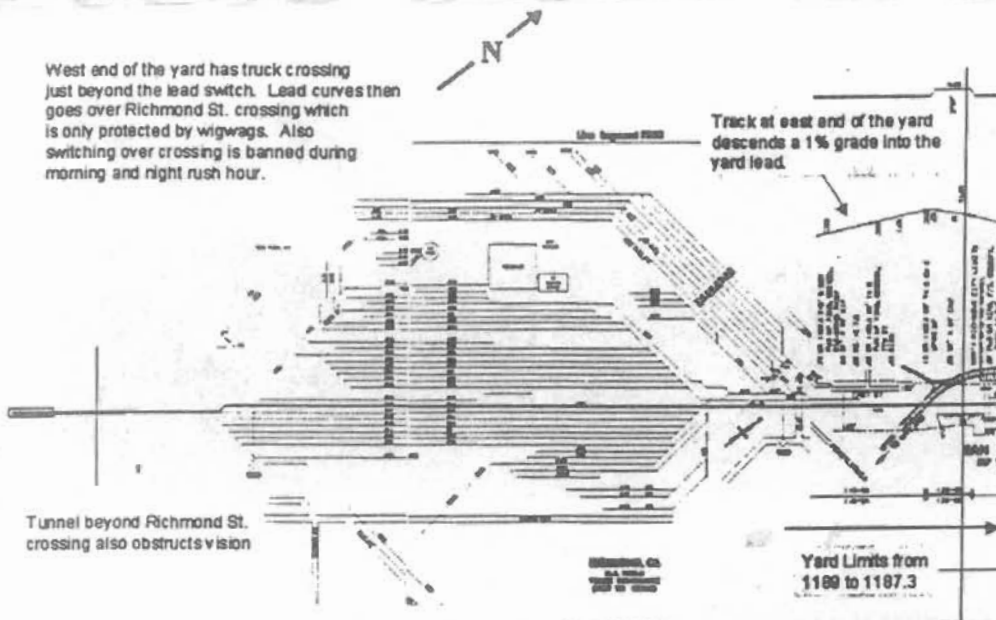
Yard Jobs:

101 201 301  
 102 203 302  
 204 303

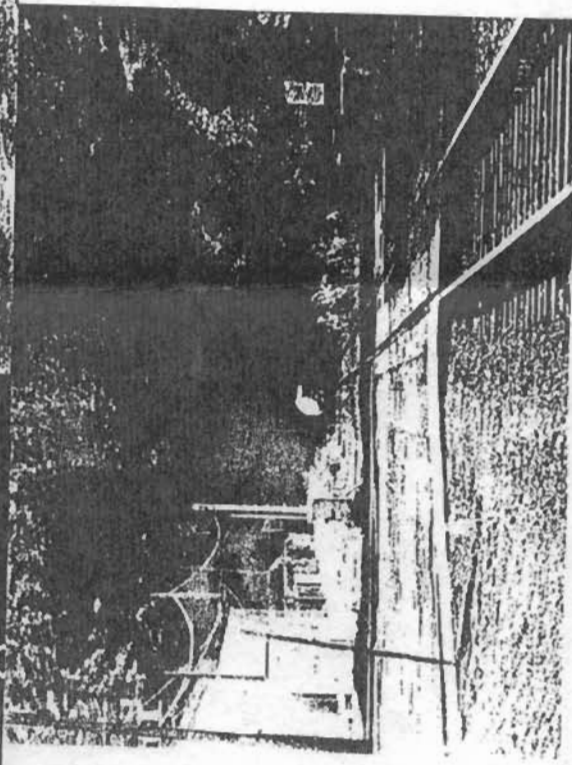
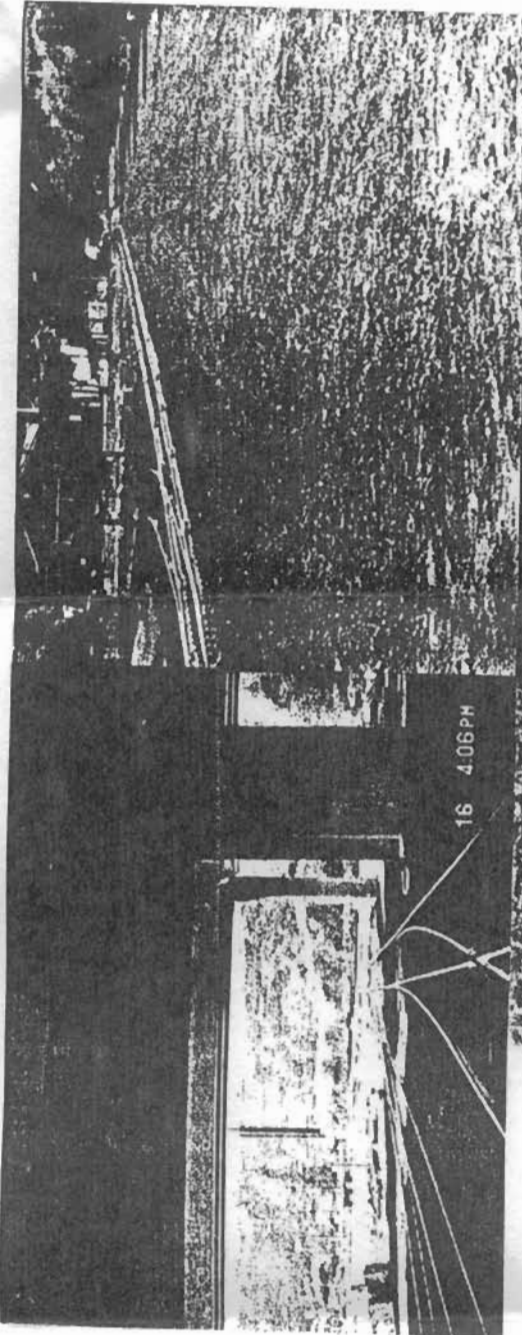
Relief Jobs:

401  
 402

The east end yard jobs use the main track as a lead for their switching. At this time we can not give the RCO the shoving protection necessary to protect the point. This job could not protect against a train coming into the yard at restricted speed without an employee riding the RCL engine and at this time there are no RCO zones for Main Track protection. Also the 1% descending grade coming into the yard makes it more difficult to control the speed of the switch cuts.



beyond.



At this time I do not believe Richmond is a good candidate for RCO. The OCU operator would not be able to protect ahead of the movement of the Remote Control Locomotive at either end of the yard. In other yards where RCO is in operation the OCU operators have enough sight distance without fouling public road crossings to protect shoves from the ground; or the road crossing is close enough to the lead switch that once fouled he can come back to assist with the switching. Richmond does not have this situation at either end of the yard.