

**EMERGENCY ORDER
No. 6**

[4910-06]

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA E.O. #6, Notice #2]

ILLINOIS CENTRAL GULF RAILROAD COMPANY

Revocation of Emergency Order Due
to Changed Circumstances

In light of significantly changed circumstances relating to the safety of train operations over the line of railroad operated by the Illinois Central Gulf Railroad ("ICG") between Rock Creek Junction, Missouri, and Clark, Missouri, the segment of railroad subject to Emergency Order #6 (42 FR 62243, December 9, 1977), I have determined that an emergency situation no longer exists with respect to such railroad operations and that the order issued pursuant to section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 432) should be revoked.

When Emergency Order #6 was issued on December 7, 1977, unsafe conditions involving the display of false proceed indications presented immediate threat of death or injury to railroad employees and members of the public sector along the right-of-way. Since that time, the ICG has made a major commitment of personnel and resources to remove vegetation affecting the integrity of the signal system. The ICG has indicated to representatives of the Federal Railroad Administration

See 32-276.

("FRA") that identified unsafe conditions have been substantially remedied. FRA inspectors on the scene have verified a number of the subject representations. I, therefore, believe that the total prohibition on train service contained in Emergency Order #6 is no longer required, provided the ICG insure that proper interim precautions are observed while the signal system is brought into compliance with the Signal Inspection Act (49 U.S.C. 26) and FRA regulations issued thereunder (49 CFR Part 236). Carrier officials have reported that appropriate precautions will be observed.

In consideration of the foregoing, Emergency Order #6 is hereby rescinded, effective immediately.

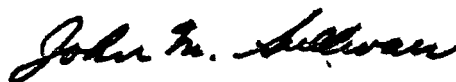
However, it should be emphasized that FRA is aware that some remaining serious hazards involving noncompliance with the Signal Inspection Act and FRA regulations continue to exist as a result of the condition of the signal system on this line of railroad. FRA is also aware that intensive efforts are underway by the carrier to remedy these remaining serious problems. FRA expects and anticipates that these conditions will be corrected within the next several days.

Should the ICG fail to maintain its current intensive efforts until such time as all grounds are removed and the signal system is known to function as intended in compliance with applicable regulations, FRA will demand payment of the maximum civil penalty for violation of the Signal Inspection

Act of \$2,500 for each violative condition identified by FRA and for each day such condition is permitted to continue.

Neither this order of revocation nor any portion thereof is to be construed to be in derogation of the absolute duty of the ICG or any common carrier by railroad to comply with all Federal laws and regulations related to railroad safety.

Issued in Washington, D.C. on December 14, 1977.

A handwritten signature in cursive script, reading "John M. Sullivan".

JOHN M. SULLIVAN
Administrator