

**EMERGENCY ORDER  
No. 4**

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Emergency Order Regarding Certain Track  
of the Penn Central Transportation Company

(FRA E.O. No. 4)

Between July 11, 1974 and July 21, 1974, track inspectors of the Federal Railroad Administration's (FRA) Office of Safety conducted inspections of Penn Central Transportation Company tracks between Chicago, Illinois and Jeffersonville, Indiana, to determine compliance with the requirements of the Track Safety Standards, 49 C.F.R. 213. (See Appendix A for specific designation of track involved.) The line in question is employed for both freight and passenger service. Preliminary analysis of FRA accident investigations suggests that track conditions contributed to accidents involving Amtrak passenger trains on April 30, 1974, at Winamac, Indiana, and June 17, 1974 at Greenwood, Indiana.

FRA track inspectors made a field investigation of the entire 419 mile segment of main line track between Jeffersonville, Indiana, and Chicago, Illinois, by use of an FRA track geometry test car. In addition, 194 miles of the same track were visually inspected for roadbed, track structure, and other defects. During these inspections,

FRA track inspectors were accompanied by appropriate representatives of the Penn Central. The combined methods of inspection revealed 1,329 track defects. Upon being advised of defects, the carrier removed some track from service and made immediate repairs. In addition, 98 miles were reduced in class in an attempt to achieve compliance with Part 213. These actions notwithstanding, certain segments of track failed to comply with the minimum standards specified in Part 213 with respect to track gage, profile, condition of ties, defective rails, ballast, and other specific defects more specifically identified in Appendix B attached hereto.

I have thoroughly reviewed and carefully considered the results of the above mentioned inspections. As a result of this review, I have determined that the segments of substandard track, more specifically identified in Appendix B hereto, are in an unsafe condition and thereby create an emergency situation involving a hazard of death or injury to persons affected by the use thereof. 1/ Therefore, pursuant to the authority contained in Section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 432) delegated to me under §1.49(n) of the regulations of the Secretary of Transportation (49 C.F.R.

1/ In addition to the identification of the these specified segments of substandard track, the results of FRA inspections indicated violations of standards prescribed for track in other Classes. These violations will be addressed through the usual enforcement procedures of the FRA.

1.49(n)), I hereby issue the following order:

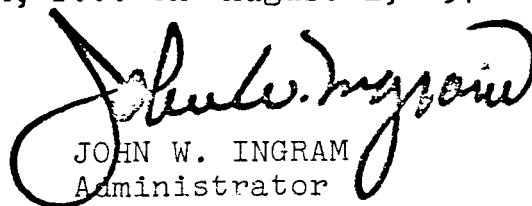
1. All passenger and freight service over the track segments designated in Appendix B on the line of Penn Central Transportation Company between Jeffersonville, Indiana, and Chicago, Illinois, more particularly described in Appendix A, shall be terminated not later than 8:00 a.m. Central Daylight time on August 2, 1974. Provided that, any Amtrak train in transit over such track at that time may continue to its final terminal.
2. Operation of all passenger and freight service (except work trains engaged in repair or restoration of the track) over such track segments designated in Appendix B shall be prohibited until all substandard track conditions have been corrected by the Penn Central Transportation Company.
3. Penn Central Transportation Company shall notify the FRA of the correction of such substandard track conditions and operations of passenger and freight service shall be resumed only after inspection and approval of the FRA.

An opportunity for review of this order shall be provided in accordance with Section 554 of Title 5 of the United States Code.

A civil penalty of not less than \$250 nor more than \$2500 will be assessed for each violation of this order, and each day of such violation will constitute a separate offense (45 U.S.C. 438).

This order is issued under the authority of Section 203 of the Federal Railroad Safety Act of 1970 (84 Stat. 972, 45 U.S.C. 432) and Section 1.49(n) of the regulations of the Office of the Secretary of Transportation (49 C.F.R. 1.49(n)).

Issued in Washington, D.C. on August 1, 1974.



JOHN W. INGRAM  
Administrator

APPENDIX A

DESCRIPTION OF PENN CENTRAL TRANSPORTATION COMPANY  
TRACKS INSPECTED

Regions and Divisions

Western Region, Chicago Division

Chicago to Schererville (mp 280, Chicago to  
Columbus Main Line)

Western Region, Fort Wayne Division

Schererville to Clymers (mp 109.1, I&F Branch)

Southern Region, Southwest Division

Clymers to Louisville

Lines

Pittsburg to Chicago Main Line

mp 467.8 to mp 453.7

Union Station to Colehour Junction

SC & S Branch

mp 0.00 to mp 9.3

Colehour Junction to Bernice

Columbus to Chicago Main Line

mp 287.8 to 198.3

Bernice to Van

I & F Branch

mp 114.4 to 6.9

Van to Davis Tower, Indianapolis, Indiana

Greencastle Branch

mp 6.9 to mp 0.0

Davis Tower, Indianapolis, Indiana to IU Interlocker

Louisville Branch

mp 0.0 to mp 110.6

IU Interlocker to Louisville, Kentucky

Chicago, Illinois to Logansport, Indiana - double  
track main line

Logansport, Indiana to Louisville, Kentucky - single  
track main line

APPENDIX B

TRACK EXCEEDING MINIMUM STANDARDS FOR CLASS I

	<u>MILE POST DESIGNATION</u>	<u>TRACK</u>	<u>49 CFR 213</u> <sup>1/</sup>
	<u>Pittsburg-Chicago Main Line</u>		
	454.5-463.7	1	.109 (3)
	454-455	3	.63 (1)
	453.7-454	2	.63 (30)
	<u>SC&amp;S Branch</u>		
	4-7.5	2	.63 (86)
			.109 (1)
			.129 (1)
	<u>Columbus-Chicago Main Line</u>		
	287-286	2	.63 (1)
	287-287.6	1	.109 (1)
			.121 (3)
	280-286	1	.63 (66)
			.109 (8)
			.121 (2)
			.129 (2)
	271-274	1	.53 (1)
			.63 (5)
	263-264	1	.53 (3)
	207-252.3	2	.109 (498)
			.113 (2)
			.121 (12)
			.103 (12)
			.129 (3)
			.135 (1)
	241-247	1	.63 (8)
	237-238	1	.63 (15)
	230-231	1	.63 (1)
	207-228	1	.63 (3)
			.109 (62)

Chicago Division

to MP 280

Fort Wayne Division

1/ Number in parentheses indicates number of defects discovered.

	<u>MILE POST DESIGNATION</u>	<u>TRACK</u>	<u>49 CFR 213</u>	
<u>Columbus-Chicago Main Line (Cont.)</u>				
to MP 109.1 Fort Wayne Division	207-228	1	.121 (8) .113 (1) .129 (1) .135 (2) .115 (1)	
	L6-T6	2	.53 (10) .63 (5) .109 (22) .121 (3) .103 (1)	
	T1-T6	1	.63 (5) .109 (3) .121 (4)	
	<u>I&amp;F Branch</u>			
	Southwest Division	109-113	1	.63 (24) .109 (69) .121 (8)
		108-109	1	.63 (1)
		105-107	1	.63 (14)
		86-88	1	.63 (8)
		48-79	1	.53 (1) .63 (37)
		44.4-48	1	.63 (22) .109 (2) .121 (1)
30.1-34.9		1	.63 (3) .109 (2) .121 (1)	
21.4-27		1	.109 (9) .121 (8)	
14.3-19.8		1	.109 (3)	
7.4-12.8		1	.63 (19) .109 (11) .121 (1)	
<u>Greencastle Branch</u>				
5-6		1	.63 (2)	

MILE POST  
DESIGNATION

TRACK

49 CFR 213

Louisville Branch

Southwest Division

0-2	1	.63	(43)
28-29	1	.63	(5)
40-41	1	.63	(5)
43-44	1	.63	(4)
45-46	1	.53	(6)
48-49	1	.53	(1)
56-57	1	.53	(4)
58-59	1	.63	(1)
60-62	1	.53	(6)
		.63	(9)
66-67	1	.63	(4)
75-81		.53	(20)
		.63	(4)
83-86	1	.53	(13)
		.63	(8)
90-91		.63	(10)
94-95		.63	(1)
96-97		.63	(1)
98-99		.63	(12)
102-103		.63	(3)