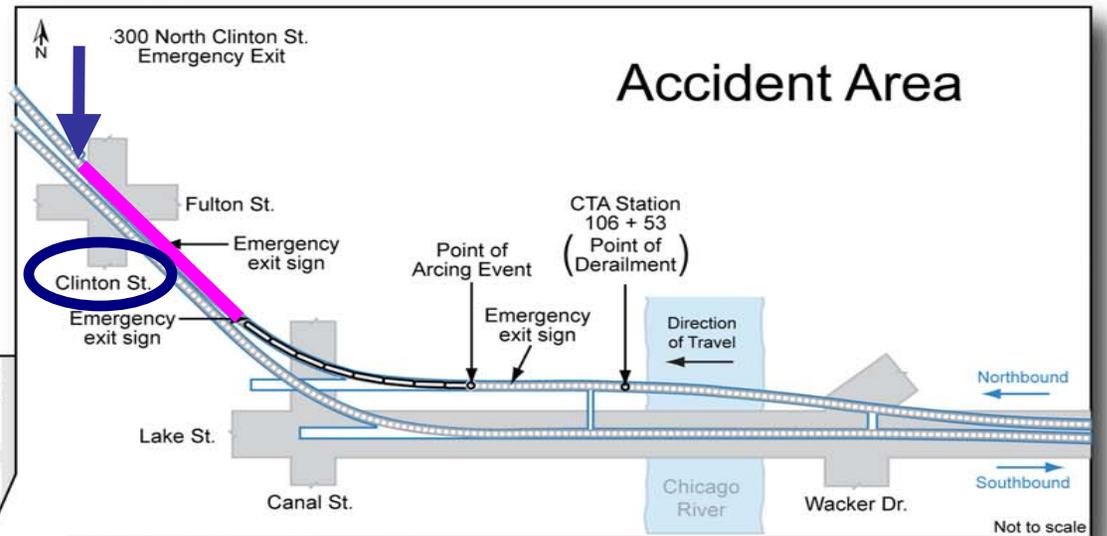


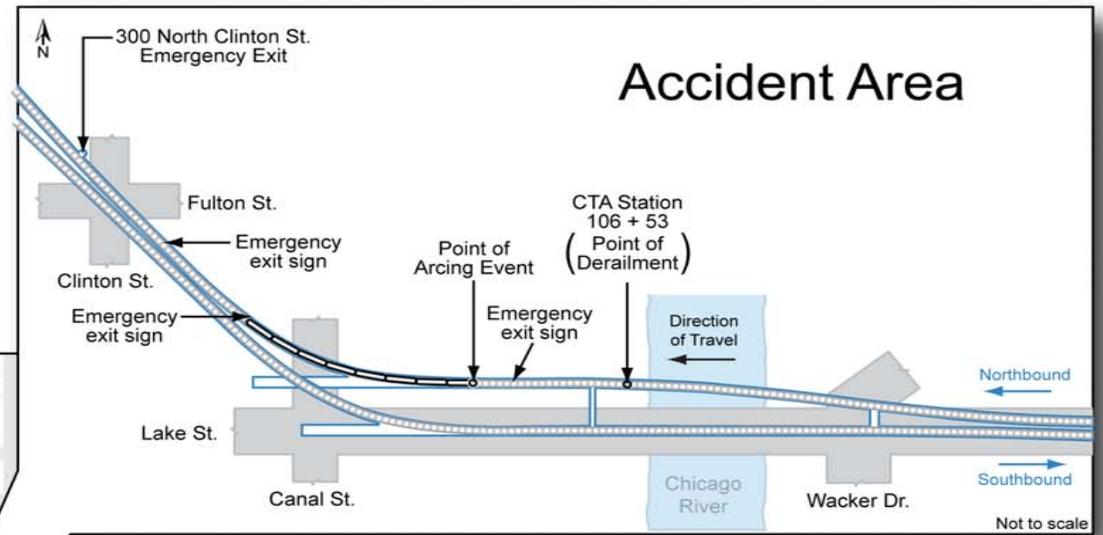


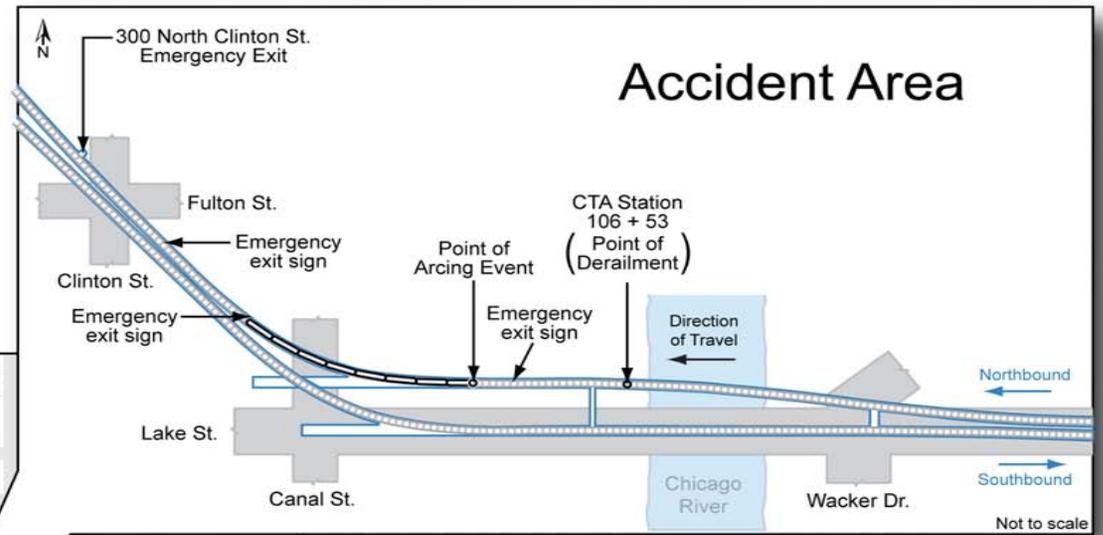
NTSB National Transportation Safety Board

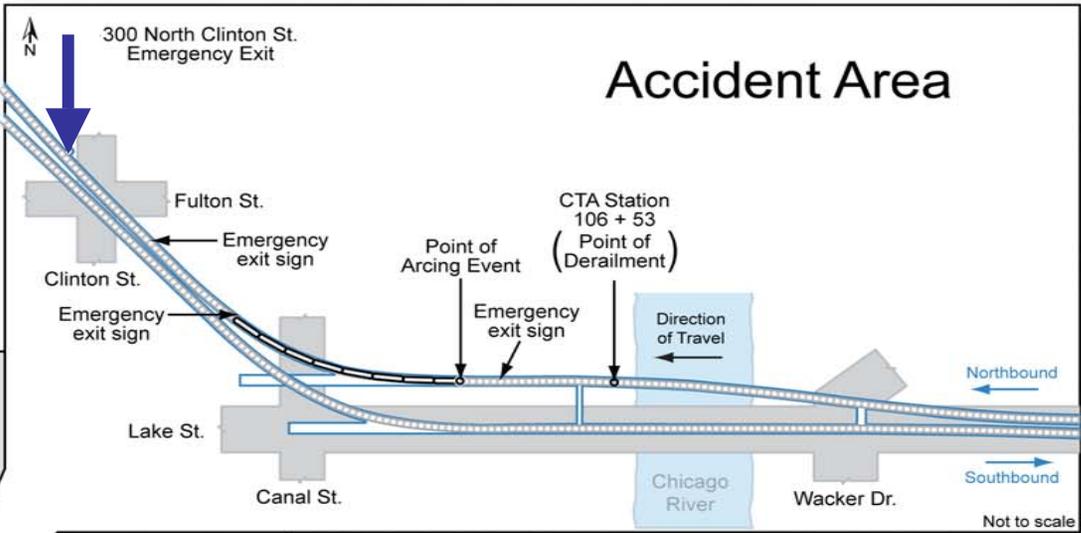
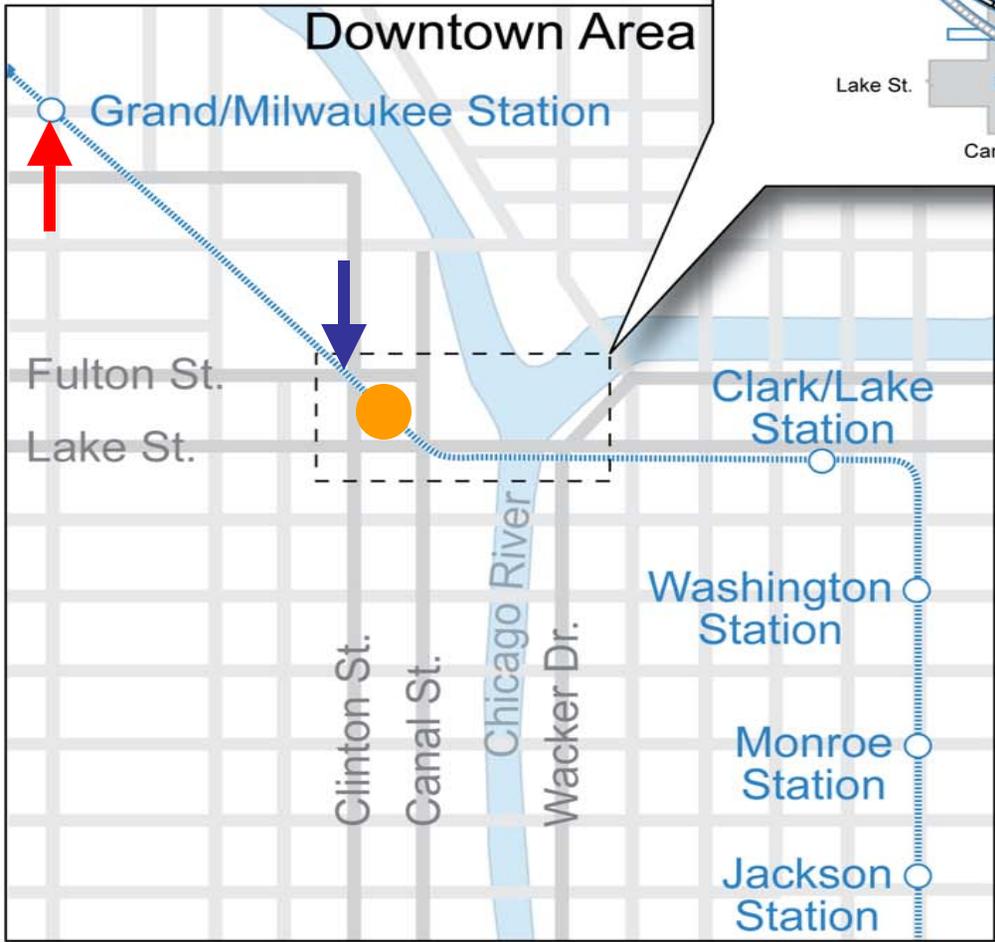
*Office of Railroad, Pipeline &
Hazardous Materials Investigations*

Emergency Response

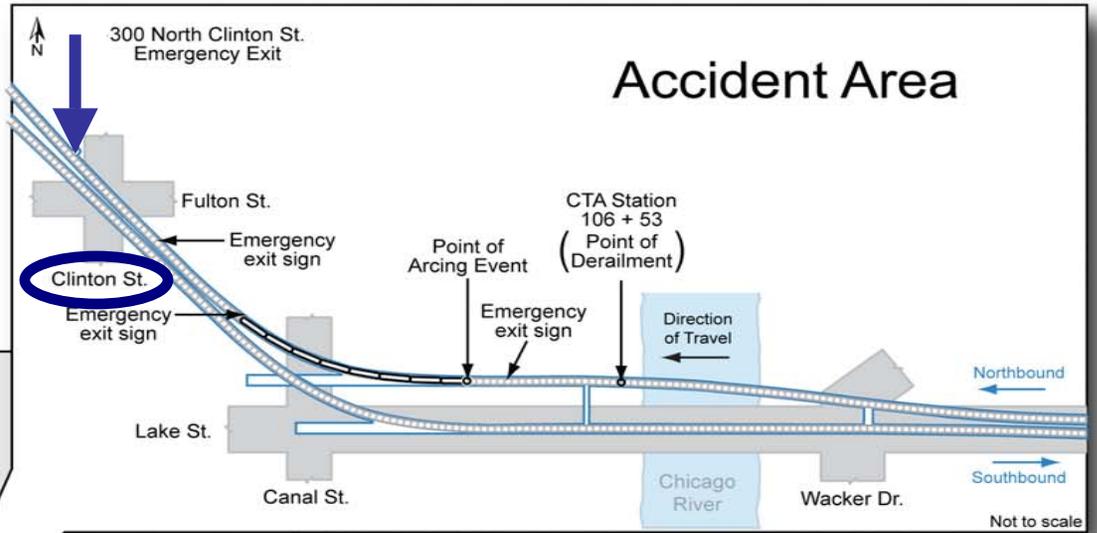








Accident Area



Downtown Area



Topics

- Train Location
- Emergency call boxes
- Emergency lights and announcements

Train Location

- Emergency responders did not have specific information about the location of the train
- Emergency responders were directed to the following locations:
 - Clark/Lake station
 - Grand/Milwaukee station
 - 300 North Clinton Street emergency exit
- Tunnel station numbers were spray painted onto the tunnel walls

Emergency Call Boxes



Emergency Lights and Announcements



NTSB



Draft Conclusion

- Because a train indication system had not been installed on the Dearborn Subway and the Chicago Transit Authority's control center could not identify the location of an emergency call box used to report the accident, the specific location of train 220 could not be determined, which delayed the emergency response and the activation of emergency exit lights and announcements at the closest accessible emergency exit.

Postaccident Actions

- The CTA had installed a train indication system on some of its lines
- Revised emergency response maps have been distributed
- Reflective station signs displaying the track station number are being installed



NTSB