

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: July 18, 1977

Forwarded to:

Mr. James J. McDonough  
Chairman of the Board  
Chicago Transit Authority  
P.O. Box 3555  
Chicago, Illinois 60654

SAFETY RECOMMENDATION(S)

R-77-19

About 3:51 p.m., on April 10, 1977, a Chicago Transit Authority rapid transit train ran over and killed a passenger who fell from the train as it was leaving the Clinton station in Chicago, Illinois.

The accident occurred while a woman and two small children were moving from the overcrowded rear car to another car of a four-car train. As the woman stepped across the gap between the two cars, she lost her grip on her 2-year-old girl. The child slipped from the walkway and fell through the side chains to the track.

The semicircular end castings of the cars are used as the walkway between the cars when assembled in a train. There is a 3-inch space between the castings at the closest point. As the cars move around a curve the opening widens between the center of the end castings. A plate is not used to bridge the space between the end castings. Three loosely hanging chains secured to each car are intended to provide protection along each side of the walkway. However, they do not prevent someone from falling between or under the chains to the track; this does not provide a safe passageway for persons that move between cars. (See attachment.)

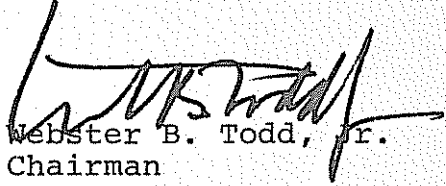
The records of the Chicago Transit Authority indicate that there have been similar incidents and accidents in the past. In 1975, one person was killed in one of five incidents that involved movement from car to car. Three such incidents with two fatalities occurred in 1976.

When the passengers of rapid transit trains are required or permitted to cross over between adjoining cars, they should be provided with a safe passageway.

Therefore, the National Transportation Safety Board recommends that the Chicago Transit Authority:

Provide a safe passageway between rapid transit cars when passengers are permitted or required to move from one car to another. (Class II, Priority Followup) (R-77-19)

TODD, Chairman, BAILEY, Vice Chairman, McADAMS, HOGUE, and HALEY, Members, concurred in the above recommendation.

BY:   
Webster B. Todd, Jr.  
Chairman



View of end platforms from the interior of a CTA rapid-transit car.



View of area between two rapid-transit cars. The lowest point of the top chain is about 26 inches above the platform. A 3-inch gap separates the platforms.