

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

FOR RELEASE: 6:30 A.M., E.D.T., AUGUST 23, 1976

(202) 426-8787

ISSUED: August 23, 1976

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Forwarded to:

Honorable Daniel E. Walker  
Governor  
State of Illinois  
Springfield, Illinois 62706

} SAFETY RECOMMENDATION(S)

} R-76-45  
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On January 9, 1976, at 8:06 a.m., Chicago Transit Authority (CTA) train No. 315 struck the rear end of train No. 104 while it was standing at the Addison Street Station platform in Chicago, Illinois. The impact forces extensively damaged the lead car of the moving train and the rear car of the standing train, and slightly damaged the other cars in each train. Damage to the equipment and track was estimated to be \$267,000. Of the 381 passengers who were injured in the collision, 1 passenger died. 1/

The National Transportation Safety Board's investigation of the accident disclosed a number of unsafe operating practices and conditions within the Chicago Transit Authority (CTA) system. The Safety Board made several recommendations to the CTA to correct these problems.

The CTA has been virtually self-regulating insofar as operating and safety rules are concerned. While it is possible to provide safe and reliable transportation without regulation, it is difficult for those within the structure of a company to maintain objectivity with respect to company problems. Since regulatory agencies view a system from the outside, they may provide better insight into safety and operating problems. Also, guidelines should

1/ For more information on this report, read "Railroad Accident Report--Chicago Transit Authority, Collision of Trains No. 104 and No. 315 at Addison Street Station, Chicago, Illinois January 9, 1976." NTSB-RAR-76-9.

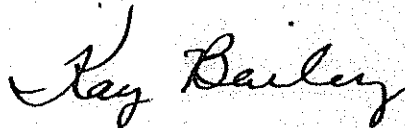
be established by an external authority because the economics of internal policies may allow requirements for maintenance, installation standards, design, etc., to be relaxed. Unbiased controls by a regulatory agency may insure that a company's operations are safer and more dependable.

The Regional Transit Authority has authority under its charter to regulate and control the CTA, but at the time of the accident, the Regional Transit Authority had not exercised this power.

Therefore, the National Transportation Safety Board recommends that the Governor of the State of Illinois:

Insure that the Regional Transit Authority exercises its statutory regulatory authority over the Chicago Transit Authority, so that the Chicago Transit Authority may provide the safest practical transit service.  
(R-76-45) (Class II, Priority Followup)

TODD, Chairman, McADAMS, HOGUE, BURGESS, and HALEY, Members, concurred in the above recommendations.



By: Webster B. Todd, Jr.  
Chairman

THESE RECOMMENDATIONS WILL BE RELEASED TO THE PUBLIC ON THE DATE SHOWN ABOVE. DO NOT RELEASE ANY INFORMATION CONTAINED HEREIN BEFORE THAT DATE.