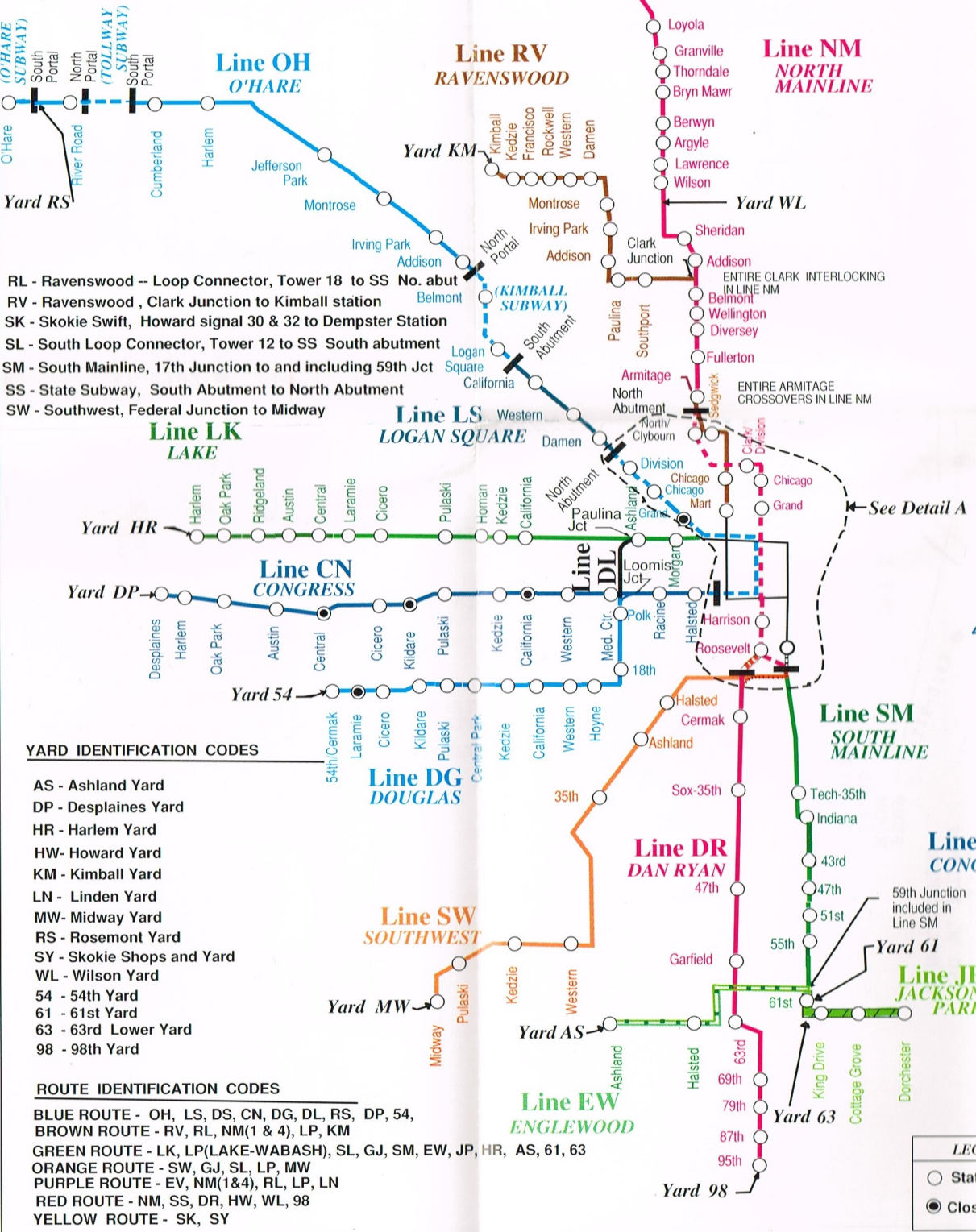


LINE IDENTIFICATION CODES  
CN - Congress, DS South Portal to Desplaines Station  
DG - Douglas, Loomis Junction to 54th Station  
DL - Douglas-Lake Connector, DG to Paulina Junction  
DR - Dan Ryan, SS at 12th Jct to 95th Station  
DS - Dearborn Subway, South Portal to North Abutment  
EV - Evanston, Howard signal 26 & 28 to Linden  
EW - Englewood, 59th Junction to Hermitage  
GJ - WFG Grand Junction, SS South abutment to DR at Archer Avenue  
JP - Jackson Park , 59th Junction to Dorchester Station  
LK - Lake, Tower 18 to Harlem Station  
LP - Loop, Tower 12 to Tower 18

LS - Logan Square Connector, DS North abut to Kimball Sub South abut  
NM - North Mainline, SS North abutment to Howard  
OH - O'Hare, Kimball Subway South abutment to O'Hare Station

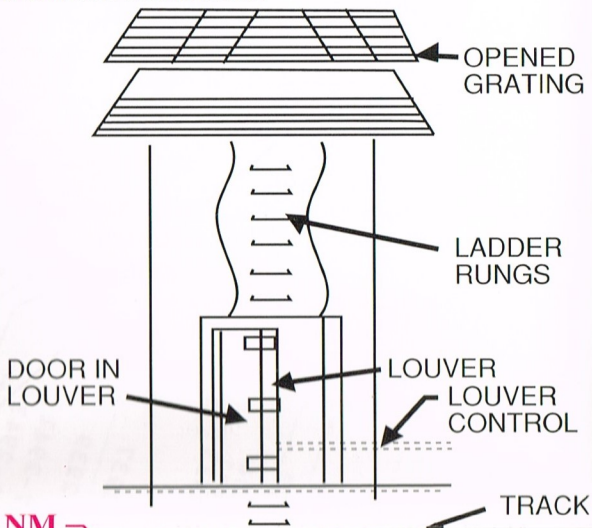


VENTILATING SHAFTS

Ventilating shafts are located every 450 feet except, that in the downtown area between Van Buren and Lake Street, there are none.

At sidewalk level, the shafts (usually four or five in a group) are covered by steel gratings. One grating can be removed after unlocking it with a pliers or screw driver. Steel ladder rungs in this shaft and a steel door at the bottom of the shaft permit entry into the subway.

At subway level, some shafts have vertical louvers, remotely controlled by the Power Controller.  
CAUTION: Stand clear!



FIRE HYDRANTS

At each Dearborn station platform there is a 2 1/2" wall hydrant connection. During freezing weather, the water supply to the wall hydrants is shut off at the valve (painted red) located in the ejector room on the mezzanine level. The key for the ejector room (Master key or "B6" key) is in possession of the Ticket Agent. At Lake Transfer, the shutoff is located in an unused concession area on the left after passing through the glass rotogates on the mezzanine level.

Under the Chicago River (at Lake Street and at Congress Street see diagram) there are 3" dry lines with 2 1/2" hose connections approximately every 300 feet. The dry lines terminate in siamese connections in those emergency exits designated by the symbol on the diagram. The Siamese connections are located below the trap door.

At other locations, fire hose must be attached to street hydrants and brought down through emergency exits or ventilating shafts.

EMERGENCY EXITS

Emergency exits, identified by illuminated "EXIT" signs, are located between stations and lead to sidewalk level via stairways. Every 200 feet, signs on the walls indicate the direction and distance to each exit.

At Lake Street and Lower Wacker Drive, and at Franklin under Congress Expressway, the exit terminates in a small concrete building with a panic type door.

On incline areas, at Hermitage & Milwaukee, panic-type doors provide exits through concrete retaining walls. The panic-type doors are opened from the outside with a "6", "6M", "B6" or a "SBM" key.

At all other locations in the tube section, each exit terminates at a counter-balanced trap door that opens by pushing on a horizontal bar.

At sidewalk level, the trap doors are identified by the words "CHICAGO SUBWAY." To open a trap door, unscrew the metal plug with a hydrant wrench or pliers and pull on the plug and attached chain.

CAUTION: The door is counter-balanced: stand clear!



BLUE LINE

DEARBORN SUBWAY  
Rev 4/95

EMERGENCY EXITS  
VENTILATING SHAFTS  
VENTILATING FANS  
FIRE HYDRANTS  
TELEPHONES



PREPARED BY:  
POWER & WAY MAINTENANCE  
STRUCTURE MAINTENANCE

VENTILATING FANS

In the downtown area, the ventilating fans are reversible; the other fans only exhaust air. All fans are remotely controlled by the Power Controller. To contact, dial 2222.

TELEPHONES

Emergency phone boxes are located every 300-400 feet throughout the subway. A CTA telephone is located in each box. At station platforms, the telephones are housed in a metal cabinet; between stations, they are mounted directly on the tube wall.

Instructions for removal of 600-volt power are located inside the door of emergency phone boxes



# CHICAGO TRANSIT AUTHORITY DEARBORN SUBWAY

