

reduce environmental and social impacts of rail operations in the Chicago metropolitan area; and

WHEREAS, portions of the track were not elevated as required and the subway at 71st street was never constructed as required; and

WHEREAS, the main line currently intersects 71 st Street at grade; and

WHEREAS, as part of the CREATE Program, CSX proposes to construct a bridge and viaduct over the public way at the intersection of 71st Street and the main line ("Project") in order to separate the grades of rail traffic from surface street traffic at that location with the purpose of improving traffic safety and reducing delays and other negative impacts of traffic; and

WHEREAS, as part of the Project, CSX proposes to make repairs to the 69th Street viaduct with a different design than that authorized in the 1912 Ordinance; and

WHEREAS, the City is the owner of the real property located at approximately 2200 and

2201 West 79th Street, which is legally described on Exhibit C attached hereto, excluding the public way of 79th Street (the "79th Street Parcel"V. and

WHEREAS, the 79th Street Parcel was purchased from the Consolidated Rail Corporation ("Conrail") by the City in a multi-parcel transaction (the "Conrail transaction") in order to create what is now known as the Major Taylor Trail, but was surplus to the needs of the Major Taylor Trail; and

WHEREAS, the JSOU provides that the ownership of each Component (as such term is defined in the JSOU) "shall become the property of the party that owns or controls (via easement or otherwise) substantially all of the property on which it is constructed or installed, with the public highway portions or grade crossing safety overpasses of each grade separation owned by the appropriate public body"; and

WHEREAS, the City Council finds that the 79th Street Parcel is not needed for any other public purpose and the grant of an easement for railroad purposes for CSX to use in the Project is, in the best interests of the City; and

WHEREAS, the City is the owner of the existing railroad structure over 79th Street, which connects the two portions of the 79th Street Parcel located north and south of 79th Street and are depicted in Exhibit D attached hereto (the "Eastern Bridge"); and

WHEREAS, the Eastern Bridge was acquired by the City in the Conrail transaction; and

WHEREAS, CSX has requested the City convey the Eastern Bridge in order to maintain its existing and proposed railroad infrastructure including but not necessarily limited to track, structural, signal, and drainage systems located on and/or immediately adjacent to the 79th Street Parcel; and

WHEREAS, the City desires to convey and quitclaim the Eastern Bridge to CSX together with the railroad easement in the 79th Street Parcel and permission and authority to use it and occupy the 79th Street

public way on and above the Eastern Bridge for railroad purposes; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

SECTION 1. The foregoing recitals are expressly incorporated in and made a part of this ordinance as though fully set forth herein.

SECTION 2. The 1912 Ordinance and the 1928 Ordinance are hereby amended by deleting references to the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company, the Baltimore and Ohio Chicago Terminal Railroad Company and the Baltimore and Ohio Connecting Railroad Company and~by~inserting in each place CSX Intermodal, Inc., including references to successor railroads and references using initials for such railroads.

SECTION 3. Section 4a of the 1912 Ordinance is hereby amended by adding the underscored language to the end of the Paragraph, as follows: The bridge and viaduct carrying the tracks of the CSX main line over 69th Street and the roadway, sidewalks, parkways, drainage systems, and utilities impacted thereby shall be repaired pursuant to specifications as approved by the Commissioner of CDOT, in his or her reasonable discretion, in accordance with standards of CDOT.

SECTION 4. Section 12 of the 1928 Ordinance is hereby amended by deleting the language struck through, and adding the underscored language, as follows: The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company, the Baltimore and Ohio Chicago Terminal Railroad Company and the Baltimore and Ohio Connecting Railroad CompanyCSX shall complete the elevation of their tracks over and the subways in the following named streets on or before the following dates respectively: West 71st street, December 31, 2024, provided, however, that the Commissioner of CDOT may, in his or her discretion, extend such period.

SECTION 5. Section 10 of the 1928 Ordinance is hereby amended by adding the underscored language to the end of the Paragraph, as follows: The bridge and viaduct carrying the tracks of the CSX main line over 71st Street and the roadway, sidewalks, parkways, drainage systems, and utilities impacted thereby shall be constructed pursuant to specifications as approved by the Commissioner of CDOT, in his or her reasonable discretion, in accordance with standards of CDOT.

SECTION 6. Notwithstanding prior agreements submitted pursuant to Section 18 of the 1912 Ordinance and Section 19 of the 1928 Ordinance, this amendatory ordinance shall take effect upon CSX filing within sixty (60) days from and after the passage and approval by the Mayor of this ordinance, an acceptance and agreement with the Commissioner of CDOT, in writing, whereby CSX shall agree to perform all the obligations required of it by this ordinance.

SECTION 7. The City Council hereby approves the conveyance to CSX or its nominee of an easement for railroad purposes in the 79th Street Parcel for no compensation as a direct contribution to the CREATE Program, as agreed in the amended JSOU .

SECTION 8. The Commissioner of Transportation is authorized to execute a grant of easement for railroad purposes in and through the 79th Street Parcel to CSX or its nominee, subject to the approval of the Corporation Counsel as to form and legality. Such grant of easement shall include the conveyance of the

Eastern Bridge from the City to CSX or its nominee.

SECTION 9. Permission and authority are hereby granted to CSX to use and occupy the portions of 79th Street currently occupied by the Eastern Bridge for use and maintenance of such Bridge, and the portions of 79th Street on or above such Bridge for railroad purposes in accordance with the 1928 Ordinance, subject to the approval of the Corporation Counsel as to form and legality"

SECTION 10. The Commissioner or any successor department thereto or a designee of the Commissioner is each hereby authorized, with the approval of the City's Corporation Counsel as to form and legality, to negotiate, execute and deliver any agreement and any such other supporting documents as may be necessary or appropriate to carry out and comply with the provisions of this ordinance, with such changes, deletions and insertions as shall be approved by the persons executing such agreement.

SECTION 11. If any provision of this ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such provision shall not affect any of the other provisions of this ordinance.

SECTION 12. All ordinances, resolutions, motions or orders in conflict with this ordinance are hereby repealed to the extent of such conflict.
Exhibit B Exhibit C way)

SECTION 13. This ordinance shall take effect immediately upon its passage and approval.

Attachments: Exhibit A - 1912 Ordinance

1928 Ordinance

Exhibit D

Legal Description of the 79th Street Parcel (exclude street right of

Depiction of the Eastern Bridge

Exhibit A 1912 Ordinance (attached)

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Scctiok I. That tkt Pifctabtir^, Cin<-cinnati, Chicago 4 Si, Loin* Railway Company, the Knakwood Oon.wwti'of Railway Coajpany, iOft Baltimore 4 OWo Chirago Terminal Railroad Company and thr Ntion Storic S'ard and Trnnait Cora-pxny of Cbictujo tnd th<> Chicago Ri^ar (Mid Todiana. Railroad Company. T-*6<e. _jM<-^a<h^ mpectlealy,, ^uthori**! aad rquired to alenita the plana of certain of their roadbed* aad railway and railroad tracks within the City of Chicago,

April 22, 2021 »r?™ ■~*#»<><rats&i^rfisns

provisions of this ordinance and to elevate the top of running rails to low iron" s various railroad and railway companies. And said railway cor*.

any shall elevate its track* to such } trucks of said railroad company.

Teruuiua] Railroad Company, the tnton j Chicago and the Chicago River and Indiana Railroad Company. Jjette*, th« la^ « diiuna Harbor Belt Railroad Company \ nod the Grand Trunk Western Railway i Company near West Forty-ninth strati, [either at grade or by separating the I grades of the said track*, a» may be; ; afreed upon by the various railroad and j railway companies interested. Frowi ti*£ \ South line of West Sixty-ninth street f tfce traeks may descnd on a suitable j and eot>ve>vt>t trsrteitv t< a. <. >nrrr. \$ tion with the present tracks of said railway company.

Paragraph 2. The Eottfewobd-Con- r*ect| BR Railway p»mpny shall elwte tt* road bod and trseka from the Mast. Itsns of South Halsted street on the Ba*t to <t* connection with the nwin hne of the Pittsburgh, Ctoeiwati, Chi- <i|{0 4;ft. Loulr Railway Cmpany here- j in authorirod to be slewed in sucli ft j Aianrrr ?o eo<>p|y tvitn t'.-v proitaon*. i| of this ordinance and to giv* a. roin-; j top of the running rails to "low iron" 1 \ or "clearaiww"- at ea<h a'.il>»: *r l>n>in-: \ after specified. ■ «.iid company.

Paragraph 3. The IUUimore & Ohio jj Chiea^o Terminal Railroad Comjinnv | shall elevate the roadbed and tracka of vat* A* 5" roadbed and tracks may cross Hs "(1>!r» vi Central Div^jnn" From \ the Bust line of Weatem amine bonle- i

vard on the North to the South line oC West Sixty-ninth street on the South In? tMth a mnunt'r «^ i<> ontuply u>ih th<> provisions of this ordinance and to give' a minimum fwor depth of 3.5 fert from: ths top of the runnin* rails to "tow iron" or "clearance" at each Mibway, herelnnfter *.pecifle<l- And said railroad that may separate these %rn>)* aecord> injf to "any plan sfeed upon among themvlvM,'provided such plan shall not interfere with the. conrtruction of a'lb--wsrvs-^at -fhe-^r?>de<< -?i*r>iftaf4<r-spe- ei<<ed.

Par 2raph 6. Permission is hereby punted \<s the railroad and rM'way

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companies which ore herein authorized i,o elevate ilieir roadbed and tracks to i'boiv their. "V" tracks and to make titefr-chants in their location and align-as mrtjc! railroad and railway cornea nEcs may deem necessary to maintain proper <£>nn<!ctpa&' with each other's track?.

Paragraph 7. Nothing in this ordinance contained shall prevent the ▼» rips:-* ca:rJp,isiio* mvnin,,; fh? 51.uk <http://51.uk>> Vus- iioneii herein from changing the location of said tracks by the mutual agree-niest, tif those interested as they^njay deem necessary, provided that no change of location, shall be made that will'pre* vent the separation of tac grade of -aid tracks as contemplated in this ordinance;

Th« railroad and railway companies herein authorized to elevate their tracks-may make such changes iu the position and alignment of their main tracts, side tracks and switch connections as may be rendered necessary by

the execution of the work specified to be performed &v them under the terms of this ordinance. Said companies are hereby authorized and permitted to construct elevated embankments on their respective five feet of way and to construct iron and operate thereon such number of railroad tracks as they may deem necessary or convenient for the transaction of their business and to carry each additional tracks over all intervening streets, avenues and alleys for the tracks.

The right of way referred to in this ordinance so far as it affects the XVth Street, Cincinnati, Chicago and St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad, said Company hereby deemed to be the entire width east and west of Truitt Street of the land acquired and owned by the said Pittsburgh, Cincinnati and St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company and used for passenger and freight yard tracks, terminal tracks, round houses, machine shops or other railroad purposes between the northern and southern limits defined in this ordinance for the elevation of the tracks of said railroad and the following: provided, however, that where streets and alleys are to be vacated they shall not be vacated beyond the limits shown on the map which is hereto attached and made part of this ordinance.

Section 2. That the embankment on which said elevated roadbed, shall be constructed within the aforesaid limits shall be composed of any material which is of a permanent character and sufficient to bear the load to be imposed upon it. The side slopes and lateral dimensions will be fixed and determined by the natural angle of repose of the material of which said embankments shall be constructed, but whenever it may become necessary for the purpose of keeping said embankment entirely within the lines of the right of way occupied by said companies, such portions of said embankments at all such points shall be kept within said right of way by retaining walls of stone or concrete masonry; provided, however, that whenever said retaining walls are of sufficient height to properly protect said right of way and to prevent trespassing thereon, than said retaining walls, as aforesaid, shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not sufficient at all, the right of way of said companies shall be fenced in or otherwise properly enclosed in compliance with the ordinances of the City of Chicago relating to the fencing of railroad tracks.

Section 3. That the said elevated tracks shall be carried across all streets and avenues which by the terms of this ordinance are to be provided with subways, on suitable bridge of one, two, three or four spans whose superstructure shall consist of steel or reinforced concrete, or a combination of the same, with a device provided, which shall prevent storm water, dirt, oil and other substances from dropping from such elevated structures upon the subway beneath. The said bridges shall be supported upon abutments of concrete or stone, masonry, or upon abutments and rows of iron, steel or reinforced concrete columns braced together laterally and erected on and anchored to masonry foundation constructed within the lines of the right of way occupied by said companies and in the center and curb line of the intersecting avenue and street, as provided in the schedule of subways herein contained, provided that the foundation of retaining walls, as herein provided, may project a rear-

to the line of the right of way occupied by said tracks

beyond the line of the right of way occupied by said tracks under the surface of the public-highway and sidewalk,

Section 4. Paragraph I. That subways shall be constructed beneath the tracks of the main line of the Cincinnati, Chicago and St. Louis Railway Company where said tracks are intersected and crossed by West Forty-third street, West Forty-seventh street, West Fiftieth street, West Fiftieth Place, West Fifty-third street, West Fifty-second street, West Fifty-fourth street, West Cerfeld boulevard, West Fifty-sixth street, West Fifty-ninth street, West Sixty-third street, West Sixty-fifth street, West Sixty-seventh street, West Sixty-eighth street, West Sixty-ninth street and West Sixty-tenth street.

Paragraph 2. That subways shall be constructed beneath the tracks of the "Chicago Central Division" of the Baltimore & Ohio Chicago Terminal Railroad, Company where said tracks are intersected and crossed by West Forty-third street, West Forty-seventh street, West Fiftieth street, West Fiftieth Place, West Fifty-third street, West Fifty-second street, West Fifty-fourth street, West Cerfeld boulevard, West Fifty-sixth street, West Fifty-ninth street, West Sixty-third street, West Sixty-fifth street, West Sixty-seventh street, West Sixty-eighth street and West Sixty-ninth street.

Paragraph 3. That subways shall be constructed beneath the tracks of the Enriewood Connecting Railway where; said tracks are intersected and crossed by South Oen street, South Peoria street, South Sangamon street, South Morgan street, South Carpenter street, Aberdeen street, South May street, South-Center avenue, South F. Lincoln street, Throat street, South Adams street, Loomis street, South Laftin street, South Smith Ashland avenue, South Paulina street, South Wood street, South Lincoln street, South

Winchester avenue. South Robev »*reet and * foot p*s«*geway at South Wovne avenue.

Paragraph 4. That subways shall be constructed benpath the tracks of the Union Slock Yard nnd Transit Compaoy of Chicago and the Chicago- River * Indiana Railroad Compaov. Lessee, at West Fortv-third street and West Forty-seventh street

Swrrtox 4a. The several, subway* hereinbefore referred to in SW-tiw 1 «.<? tbi.r -ordinance, shall l*e constr-.K'-J.rd *i to their si-/!* and dtine^i-Miri*, lotion* and otm-r dct.iiU in afeftdraner-v -with' the following schedule:

Subway in West Forty-third street nndor the tracks of the Pittsburgh. Cin-cienati, Chicago k St. Louie Railway, the Baltimore k Ohio 'Chicago Terminal Railroad, the Union Stock Yard and Transit Company of Chicago and the Chicago River and Indiana Railroad Company, Le*5ec. (Street, fiiI.O feet wide.i

The depression: of the street shad be not more than 2.6 feet below the established street grade to the east of the subway, making the elm'jtton of the floor of subway J0.4 feet above city datum.

Level floor shall extend 30.0 feet beyond the 12a*t and West portal* of subway. From this level the approaches shall extend on a grade of 33 feet fa 100 feet to * connection with the present -ar(<e>; uf -see* t.

Width between wa^I* of subvray, fttflf feet.

Width of roadway in subway, 46.0

f»-H.

Width of sklewalks. 10 0 feet each in subway.

Width of roadway and sidewalks in West Forty-third street outside of tub-way shall' be the same as they now exist.

The depression of sidewalks shall be uniform with the roatfway and 0.3 or a foot above the level of the crown of *!>ne. Tw-o lim»» of p*>»ts jnav be placed in sidewalk space* immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room. 1&5 feet.

Subway in West Forty seventh street, under the tracks of the Pittsburgh, Cin-cinniitl, Chicago A St. Louis-Railway Company, the Baltimore A Ohio Chicago Terminal Rail rood Company, the Union Stock Yard and Transit Company of Chicago and the Chicago River and Indiana Railroad Company, Lessee. (Street, 06.0 feet widc.J

The depmaioo of the Street shall

be not more than 2.68 feet below the established street grade, making the elevation of the floor of subway not ! cs« than 11.32 feel above city datum,

Lt^vc! floor shall extend 30.0 feet beyond the east and west portals-of subway. From this level the approaches shall^ evtend on a grade of 3.5 feet in .100 feet to a connection with the present surface of street.

Width between, walb of subway! 68.0 feet.

With*) ok" iroa^vAv in *hfk\u'. 4<>.0 feet.

Width of sidewalks, 10.0 feet each In subway.

Width Of roadway and sidewalks in West, FortV'Seventb street outside oi the sulw.iv shaJl he <th.« ».itji< »-> tHvy. mm exist.

The depression, of sidewalks shall bo uniform with the roadway and 0.5 of a foot above the level of "the crown or ; same. Two lines of posts may be placed. .; io sidewalk, spaces immediately inside the curb lines and one line of poets in the center of the roadway to support girders.

Clear head-room, 13.3 feet.

In the event that the Pittsburgh, Cincinnati, Chicago A St, Louts Kail way Company, the Baltimore tz Ohio Chicago Terminal Railroad Company, the Union Stock Yard and Transit Company of Chicago and the Chicago River & Indiana Rziilroad Couinanv. I^wej the .; Indiana Harbor Belt Railroad Company and the Grand Trunk Western Railway : Company shall agree among themselves to separate the grades of nil their tracks at West Forty-ninth street by carrying : the tracks of the Pittsburgh, Cincinnati, , Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Ter- . minal Railroad Company beneath the . tracks of the other railway and railroad companies mentioned in this ordinance, ". then the specification* for the subway in West Forty-seventh street shall be as follows:

The elevation of the floor of the sub- '■ way shall be 9.0 feet above city dntoro. '. This level shall extend twenty (20) feet ^ beyond the east nnd wot portals of the : subway.- From this level-the- apprcshees-f shall extend on a

Grade of 3.5 feet in 100 feet to a connection with the present surface of the street.

The elevation of the curb* in the sub- *

way shall be 10.0 feet above city datum.

The curbs on the approaches shall extend from an elevation of 10.0 feet above city datum at the foot of the approaches on a grade parallel with the surface of, the roadway to a connection with the established curb grade.

Width between walls of subway, 66.0 feet.

Width of roadway in subway, 48.0 feet.

Width of sidewalks in subway, 10.0 feet each.

Width of roadway and sidewalks at West Forty-seventh street outside of the subway shall be the same as they now exist. Two lines of posts may be placed in the sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.5 feet

Subway in West Fiftieth street, between the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company. (Street, 66.0 feet wide.)

In the event that the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, the Baltimore & Ohio Chicago Terminal Railroad Company, the Union Stock Yard and Transit Company of Chicago and the Chicago River & Indiana Railroad Company, Lessee, the Indiana Harbor Belt Railroad Company and the Grand Trunk Western Railway Company shall agree among themselves their tracks shall cross each other at grade at West Forty-ninth street, then the specifications for the subway in West Fiftieth street shall be as follows:

There shall be a depiction of the street, The elevation of the floor of the subway shall be not less than 13.26 feet above city datum.

The elevation of the curbs in the subway shall be 13.25 feet above city datum.

In the event that the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, the Baltimore & Ohio Chicago Terminal Railroad Company, the Union Stock Yard and Transit Company of Chicago and the Chicago River & Indiana Railroad Company, Lessee, the

Aj.rtf &f. tOls*.

Indiana Harbor Belt Railroad Company and the Grand Trunk Western Railway Company shall agree among themselves to separate their tracks at West Forty-ninth street by carrying the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company beneath the tracks of the other railroad; and the roadway hereinafter mentioned in this ordinance, then the specifications for the subway in West Fiftieth street shall be as follows:

The depression of the street shall be 4.0 feet below the established street grade, making the elevation of the floor of the subway 4.0 feet above city datum. The depression shall extend twenty feet beyond the east and west portals of the subway. From this level on- ajipKn.idie?. shall be a depression of 100 feet to a connection with the present surface of street.

The elevation of curbs in the subway shall be 10.0 feet above city datum.

The curbs on the approaches shall extend from an elevation of 10.0 feet above; city datum at the foot of approaches: on a grade parallel with the surface, of the roadway to a connection with the established curb grade.

Width between walls of subway, 68.0 feet

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalks in West Fiftieth street outside of subway shall be the same as they now exist. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room, 18.0 feet

Subway in West Fiftieth Place, under the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company. (Street, 66.0 feet wide.)

Subway in West Fiftieth Place, under the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company. (Street, 66.0 feet wide.)

S^f k \ i r < r . i . i > i v < i . .
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Trunk Western Railway Com p a n y s h a l l a g r e e a m o n g t n e n - g e t v e i ? t h a t t h e i r t r a c k * s h a l l e r o n e a r H o t h e r a t
g r a d e a t W e s t F o r t y - n i n t h s t r e e t , t h e n t h e s p e c i f i c a t i o n s f o r t h e s u b w a y i n W e s t F i f t i e t h P l a c e t h a t b e a . , f o l l o w s :

There shall be no depression, of the street. The elevation of the floor of the snbway shall h*» not. ?e*t than 1385 feet above city ctatont.

The elevation of the curbs in the subway shall be not less than 1125 feet above city ditum.

^ f n t h e e v e n t t h a t t h e P i t t s b u r g h . C i n c i n n a t i , C h i c a g o * * t - L o u i s R a i l w a y C o m p a n y , t h e B a l t i m o r e . f t O h i o
C h i c a g o T e r m i n a l R . « l r * M d C o m p A n y , t h e U n i o n S t o c k Y a r d a n d T r a n s i t C o m - p . * m ' n t i \ ? > a n d r V P h i f . T . - w
K i U ' r J r , f i i . l j m i t t . i i i n < u t v i > j * a n y » I > | : k I n d i a n l l i i ' r I ; - ? i I U i l r < < 1 < % > T n j > , u » v a n d t h e C r a n d T r u n k
W e s t e r n R a i l w a y C ^ t i i p i r \ * * i i l l \ . > » » • : t f l m * * } • • / t V ' s i v 3 > t - s t o s e p a r a t e t h e g r a d e s o f t h e i r t r a c k s a t - W e s t F o r t y -
n i n t h s t r e e t b y c a r r y i n g t h e t r a c k s o f t h e P i t t s b u r g h , Q n c i a a n t i , C h i c a g o f t S t . L o u i s R a i l w a y C o m p a n y a n d t h e
B a l t i m o r e f t O h i o C h i c a g o T e r m i n a l R a i l r o a d C o m p a n y b e r t e a U * t h e t r a c k s o f t h e o t h e r r a i l r o a d a n d r a i l w a y
c o m p a n i e s m e n t i o « c d S o t h i s o r d i n a n c e , t h e n t h e e p e c i f i o a t i o o a f o r t h e s u b w a y i n W e s t F i f t i e t h P l a c e s h a l l b e a
f o t t e r s :

The depression of Hk> -tit>-t «.!>all hf> 1.0 foot below the established street grade, making the elevation of the floor of the rob-way 11.26 feet above city datum. This level shall extend twenty *20> feet beyond the ev=r and we»t portals of the subway. From this level the approaches shall extend on a grade of 3.5 feet in 100 feet to a cooeetloo with the present surface of street

The elevation of the curbs in the subway shall be 12.95 feet above city <b turn.

WxUh liefwevn wjII-. of >ub\My. 30.0 feet

Width of roadway, 20.0 feet in iub-
wey.

Width of sidewalks, 5.6 feet each in subway.

Width of roadway and itdewalks fo

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West Fiftieth Place outside of the sub-wny shali be the some as they now exist

Clear head room, 12.0 feet.

Subway in West Fifty-first street, under the tracks of the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company and the Baltimore ft Ohio Chicago Termiofft Railroad Company. ([Street, 6G.6 fret wide.)

The depression of the street shall be sufficient to make the elevation of tna floor of the subway not leee than 11.76 feet above city datum. This level shall extend thirty (30) feet beyond the east and west' portal? of the syjway; '[From this level the approaches shall eJttand on a grade of 3.5 feet in 100 feet to a conncviion vvitii the .present surface of street

The elevation of the curbs in the' subway shall be not less than 12.23 feet-, above city datum

Width between walls of subway, Of1.0 feet

Width of roadway, 46.0 feet in subway.

Width of sidewalks, 10.0 feet each in

'Width.' of roadway and sidewalks in West Fifty-first street outside of toe subway shall be the same as they now exist Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line, of posts in the center of the roadway to support girders.

dear head-room, 13.6 feet. In the event that the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company, the Baltimore ft Ohio Chicago Terminal Railroad Company, the Union Stock Yard «ud Transit Company of CMci^o and tV C'Meago River A Indiana Railroad Company, Lessee, tb> Indiana. Harbor Rt't Railroad Company and the Grcmd Trunk Western Railway Compacy cdull iigr«v among taetnselve* to-separate the grades of all their track* at West Foity-iiiioMi str*>«H by tarrying the track* of the Pittsburgh. Uinciunati, -Chic-ago £--K^

and the Baltimore, ft. Ohio Chicago Ter-niin.il <http://niin.il> Koilttiid rVupiiti
beneath I he track* of the- other railway and railroad companies oierjtiorjcd in tiita ordinance.

t;rn the 'pH'ilcations for the subway in Wr-nr- Fifty first street shall be «»'follows ;

The r Itvstion of rhe. floor of the swr> '«v shall be 11.15 feet above city datum.

The elevation of the curbs in the subway shall be not teen than 18.15 feet stove, city datum.

Width between walls of snbwav. 8<J.Q
fect.

Width of roadway, 45.0 feet in subway.

Width of sidewalks, 10,0 feet each in subway.

Width of roadway and sidewalks out* side of the subway shaft be the same as they now exist. Two lines of posts may be placed immediately inside the curb lines and one Hoe of poets in the center of -ti««- roadway to support the girder*.

Clear head-room, 13.6 feet.

Subway La West PSftyeeood street

\ under the tracks oi tec Pittsburgh, CS«-} cinnati, Chicago ft St Louis Railway] Company and the. Baltimore ft
Ottlo v Chicago Terminal Railroad Company.

(Street, 60.0 feet wide).

|
j There shall be no depression oi the
street. The * elevation of the floor of
r the subway shall be sot test than t3.St5
" feet above city datum.

Width between walls of subway, 60.0 feci

! Width of roadway, 40.0 feet In sub-
j WfcJ.

j Width of sidewalks, 10.0 feet eseh in
if subway.

Width of roadwsy aad sidewalks in

: West bMty-seeorid .-street outside of the f. subway shall be the same as they now ; exist

j. The elevation of the sidewalks shall I lie uniform with the roadway sjod level with the crown of s-tme. Two lines of poet* may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the neater of the roadway to support girders.

-CWr-4*ead**oora T-124Mset

f: Subway in West Fifty-fourth street, | under the tracks of the Pittsburgh, Cin-

vxr is is iir» wm vr.«-s\

Subway in West (nlffieM hou'levdrtrt. trader the tracks of the Pittsburgh, Cincinnati. Chicago ft ir. Ltmii
Railway Company and the Baltimore ft Ohio Chicago Terminal Railroad Company. i Street, 200.0 ft*t

This subway shall be ew^tructed of each dimensions and according to such plan* as may be agreed upon
between th* South Park Commissioners ami the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company
and the Baltimore ft Ohio Chicago Terminal: Railroad Company.

Subway in West Fifty-sixth street under the tracks of the Pittsburgh. Cincinnati, Chicago ft St Louis Railway
Company and me Baltimore ft Ohio Chicago Terminal Railroad Company. (Street, G6.0 foet wide.)

The depression of the street shall be -sufflkient to make the elevation of the floor of the subway not less than
13.2 feet above city datum. To is level shall Extend twenty (20) foct beyond the east
and west portals of the suhw.iy. From this level the approaches abali extend <m a grade of 3.6 feet in 100 feet to a
connfelkio with the present surface of street.

Width between walla, of snbwav, tJG.O

f..-':

Width of roadway, 42.0 feet So sub*

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalk* Sri West Fifty-sixth street outside, of the subway shall be the same as they now exist.

; The elevation of sidewalks shall be uniform with the roadway and 0.5 of a foot above the level of the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders. * Clear headroom, 10 feet

Subway in West Fifty-ninth street,

Under the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore and Ohio Chicago Terminal Railroad Company. (Street, 33.0 feet wide)

The elevation of the floor of the subway shall be not more than 9.5 feet below the existing street grade, making the elevation of the floor of the subway not less than 12.0 feet above city datum.

The floor shall extend 50.0 feet beyond the east and west portals of the subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

The elevation of the curbs in the subway shall be not less than 12.5 feet above city datum.

The curbs on the approaches shall extend from an elevation of 12.5 feet above city datum at the foot of approaches on a grade parallel with the surface of the roadway to a connection with the established curb grade.

Width between walls of subway, 66.0 feet

Width of roadway, 46.0 feet in subway.

Width of sidewalks, 10.0 feet each

with

Width of roadway and sidewalks in

West Fifty-ninth Street. The width of the subway shall be the same as they now

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Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear headroom, 13.5 feet

Subway in West Sixty-third street, under the track* of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore and Ohio Chicago Terminal Railroad Company. (Street, 33.0 feet wide.)

The elevation of the floor of the subway shall be not less than 17.6 feet above city datum.

The floor shall extend 30.0 feet beyond the east and west portals of the subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

The elevation of the curbs in the subway shall be not less than 15.1 feet above city datum.

The curbs on the approaches shall extend from an elevation of 15.1 feet above city datum at the foot of approaches on a grade parallel with the surface of the roadway to a connection with the established curb grade.

Width between walls of subway, 63.0 feet

Width of roadway, 48.0 feet in subway.

Width of sidewalks, 17.5 feet each in subway.

Width of roadway and sidewalks in West Sixty-third street outside: of the subway shall be the same as they now exist. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear headroom, 13.5 feet

Subway in West Sixty-fifth street, under the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore and Ohio Chicago Terminal Railroad Company. (Street, 33.0 feet wide.)

There shall be no depression of the street. The elevation of the floor of the subway shall be not less than 21.7

feet above city datum.

Width between walls of subway, (ICO feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalk*. 33.0 feet each in subway.

Width of roadway and sidewalk* in

Width (at Sixty-fifth street outside of the subway shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head room. 13.1 feet.

Subway in West Sixty-seventh street, under the track* of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company. (Street, 66.0 feet wide.)

This subway shall be constructed of such materials and according to such plans as may be agreed upon between the Board of Commissioners and the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, and the Baltimore & Ohio Chicago Terminal Railroad Company.

Subway in West Sixty-eighth* street under the track* of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago* Terminal Railroad Company. (Street, 66.0 feet wide*.

The elevation of the floor of the subway shall be not less than 22.3 feet above city datum.

Width between walls of subway. 66.0-feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 15.0 feet each in subway.

Width of roadway and sidewalks in West Sixty-eighth street Outside of the subway shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk

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Width between walls of subway, feet
Width of roadway, 42.0 feet in subway.
Width of sidewalks, 11 feet each in subway.

Width of roadway and sidewalk* of subway, feet

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 11 feet each in subway.

Width of roadway and sidewalk* in South Green street, outside of subway shall be the same as they now exist.

The depression of sidewalk shall be uniform with the roadway and 0.5 feet above the level of the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

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spaces immediately inside the curb lines; and one line of posts in the center of the roadway to support girders.
Clear head-room, 12.0 feet.

Subway in West Sixty-ninth street, under the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, and the Baltimore & Ohio Chicago Terminal Railroad Company. (Street, 66.0 feet wide on the East and 73.0 feet wide on the West.)

The depression of the street shall be 5.35 feet below the established street grade, making the elevation of the floor of the subway not less than 19.1 feet above city datum.

Level floor shall extend 30.0 feet beyond the east and west portals of the subway. From this level the approaches shall extend on a grade of 3.5 feet in 100 feet to a connection with the present surface of street.

The elevation of the curbs in the subway shall be not less than 19.65 feet above city datum.

The curbs on the approaches shall extend from an elevation of not less than 19.65 feet above city datum at the foot of approaches on a grade parallel with the surface of roadway to a connection with the established curb grade. Width between walls of subway, 66.0 feet.

Width of roadway, 46.0 feet in subway.

Width of sidewalks, 10.0 feet each in subway.

Width of roadway and sidewalks in West Sixty-ninth street outside of the subway shall be the same as they now exist. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head room, 13.5 feet.

Subway in South Green street, under the Inglewood Connecting Railway. (Street, 66.0 feet wide.)

The depression of the street shall not be more than 0.75 feet below the established street grade, making the elevation of the floor of the subway not less than 15.0 feet above city datum.

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Subway To South Sangamon street, under the Inglewood Connecting Railway. (Street, 66.0 feet wide.)

There shall be no depression of the street. The elevation of the floor of the subway shall not be less than 14.0 feet above city datum.

Width between walls of subway; 66.0 feet

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in

Width of roadway, and sidewalks in South Sangamon street, outside of subway shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of the same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear headroom, 12.0 feet.

Subway in South Morgan street, under the Inglewood Connecting Railway. (Street, 66.0 feet wide.)

There shall be no depression of the street, the elevation of the floor of the subway shall not be less than 13.0 feet above city datum.

Width between walls of subway; 66.0 feet

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in

subway.

Width of roadway and sidewalks in South Morgan street outside of subway shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of the same. Two lines of posts may be placed in sidewalk spaces; one line of posts inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in South Carpenter street, under the Inglewood Connecting Railway. (Street, 66.0 feet wide.)

The depression of the street shall not be more than 0.1 of a foot below the established street grade, making the elevation of the floor of the subway not less than 15.0 feet above city datum.

Level floor shall extend 20.0 feet beyond the north end of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 63.0 feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalks in South Carpenter street, outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb line and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet

Subway in Aberdeen street, under the Kinglewood Connecting Railway, (Street, 66.0 feet wide.)

There shall be no depression of the street. The elevation of the floor of the subway shaft not be less than 14.7 feet above city datum.

Width between walls of subway, 66.0 feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalks in Aberdeen street outside of subway shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts

may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South May street, under the Kinglewood Connecting Railway. Street, 66.0 feet wide.

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The floor of the subway shall not be less than 11 feet above city datum.

Width between walls of subway, 60.0 feet

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalks in South May street, outside of subway shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders. Clear head-room, 5.20 feet.

Subway in South Center avenue, under the Kinglewood Connecting Railway. (Street, 66.0 feet wide.)

The depression of the street shall not be more than 12 feet below the established street grade, making the elevation of the floor of the subway not less than 13 feet above city datum.

Level floor shall extend 30.0 feet beyond the north and south portals of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 60.0 feet.

Width of roadway, 10 feet in sub way. t;
Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalk* in South Center avenue outside of sub-; way shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway, and 0.5 of a foot above the level of the crown of same. Two lines of posts may be placed, in sidewalk spaces immediately inside, the curb lines and one line of posts in the center of the roadway--to support girders.

Clear head-room, 13.5 feet.

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Subway in Vaith I-1^a^et'i a:'C't under the King^ew^ d *'*>¥.-."> tin? Railway. <fctrect, fif'.O fivt w.Vlet
Tlk-h- sJrjil ?>e t:o *V-j-r<>«.i?>n o* 'tho t>tm t. Tit.- <'leva f ion <<f ttn floor of flie iilrtiay shall .not to { c--s
t::>n feet above city datum.

Width between walls of subway, 6 feet
Width of roadway, 42 feet in subway.
Width of sidewalks, 10 feet each; 0 subway

Width of roadway and sidewalks in South Elizabeth street outside of subway shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb line* and one line of post* in the center of the roadway to support girder?.

Clear head-room, 13 feet,

Subway in Troop street under the finglewood Connecting Railway. f Street, 10 feet wide).

There shall be no depression of the street The elevation of the floor of the subway shall not be less than 1.0 feet above city datum.

Width between walls of subway, 6 feet
Width of roadway, 42 feet in subway.
Width of sidewalk* 10 feet each in subway.

Width of roadway and sidewalks in Troop street, outside of subway, shall be the same as they now exist.

The elevation of sidewalk* shall be uniform with the roadway and level with the crown of same. Two lines of post* may be placed in sidewalk spaces immediately inside the curb lines and one line of post* in the center of the roadway to support girder*.

Clear head-room, 13.0 feet

Subway in South Ada street, under the Englewood Connecting Railway.
(Street 10.0 feet wide).

There shall be no depression of the street. The elevation of the floor of

A. fil 22, IM12.

Width of roadway, 42 feet in sub-Way. Width between walls of subway, 6.0 feet;

Width of roadway, 42 feet in sub-Way.
Width of sidewalk* 10 feet each in subway..

Width of roadway and sidewalks in South Ada street, outside of subway, shall be the same as they now exist.

The elevation of sidewalk* shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb line** and one line of posts in the center of the roadway to support girder. j]

Clear head-room, 13.0 feet, >

Subway in Troop street, under the Englewood Connecting Railway. (Street, 10 feet wide). , 1

Tbia subway shall be constructed of i such dimensions and according to such \ plans as may be agreed upon between 3 the South Park Commissioners and the \ Bogle wood Congesting Railway. |

Subway in Bishop street, under the !(Englewood Connecting Hail way. (Street, i GG.O feet wide). |

There shali be no depression of the street. The elevation of the floor of the subway shall be not less than 14.5 feet above city datum.

Width between walla of subway, 63.0 feet.

Width of roadway, 42.0 feet in sub-way.

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalk* in Bishop street, outside of subway, shall be the same as they now cxSst i

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room, 32.0 feet.

Subway in Laflin street, under the Knglewood Connecting Railway. (Street, GG.O feci wide).

There ahull hi* no rifpr^-don oi toe street Tho elevation of the floor of the subway atiall not be les> than 13.3 feet above city datum.

Width between walls of subway. C6.0 feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12,0 feet each in subway.

Width of roadway and sidewalks in Laflin street, outside of subway, shall be the same as they now ex'sst

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk space* immediately inside the curb line* and o*e line of posts to the center of the roadway to support girders.

Clear head-room, 13.6 feet.

Subway la -Justine street, und?r the Engktwood Connecting Railway. (Street, 66.6 feet wide).

There shall be no depression of the Street Tho elevation of the floor of the subway shall not be less than 14.0 feet above city datum.

Width between walls of subway, M.0 feet

Width of roadway, 42.0 feet in subway.

Width of sidewaike, 12.0 feet each in subway.

Width of roadway and sidewalks »« Justine street, outside of subway, shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed is sidewalk spaces immediately inside the curb line* and one line of pros in the center of the roadway to support girders.

Clear head*roou>. 13.0 feet.

Subway in South Ashland avenue, under the fenglewood Connecting Railway. (Street, 80.0 feet wide).

The depression of the street shall not be more than 13 feet below the established street grade, making the elevation of the floor of the subway not less than 13;^ feet above city datum.

T-cvel floor shall extend 30.0 feet beyond the north and south portals of

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subway. from this lprv-1 the approaches shall extend, on u grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 30.0 feet.

Width of roadway, 48.0 feet in subway.

Width of sidewalks, 15.0 feet each in subway.

Width of roadway and sidewalks in South Ashland avenue, outside of subway, shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and 0.5 of a foot above the level of the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.5 feet

Subway in South Paulina street, under the Englewood Connecting Railway. (Street, 66*0 feet wide).

There shall be no depression of toe Street. The elevation of the floor of the subway shall not be less than 13 5 feet above city datum.

Width between walls of subway, 66.0 feet.

Width of roadway, 43.0 feet in subway.

Width of sidewalks, 12.5 feet each in subway.

Width of roadway and sidewalks in South Paulina* street, outside of subway, shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines, and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.5 feet.

Subway in South Wood street, under the Englewood Connecting Railway. (Street, 66.0 feet wide).

There shall be no depression of the street. The elevation of the floor of the street shall be not less than 13 5 feet above city datum.

Width between walls of subway, 66.0 feet.

Width of roadway, 43.0 feet in subway.

Width of sidewalks, 12.5 feet each in subway.

Width of roadway and sidewalks in South Wood street, outside of subway, shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room. 13.5 feet.

Subway in South Honor* street, under the Englewood Connecting Railway. (Street, 66.0 feet wide).

There shall be no depression of the Street. The elevation of the floor of the subway shall be not less than 15.0 feet above city datum.

Width between walls of subway. 66.0 feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalks in .

South Honor* street outside of the subway, shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support the girders.

Clear head-room, 12.0 feet

Subway in South. Lincoln street under the Englewood Connecting Railway. (Street, 66.0 feet wide).

There shall be no depression of the street. The elevation of the floor of the subway, shall not be less than 13.5 feet above, city datum.

Width between walls of subway, 66.0 feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalk, 12.0 feet each in subway.

Width of roadway and sidewalks in South Winchester street, outside of the subway, shall be the same as they now exist.

The elevation of sidewalks shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Winchester avenue, under the Kngteewood Connecting Railway. (Street, 66.0 feet wide).

There shall be no depression of the street. The elevation of the floor of the subway shall not be less than 16.0 feet above city datum.

Width between walls of subway, 66.0 feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalk, 12.0 feet each in subway.

Width of roadway and sidewalks in South Winchester avenue outside of the subway, shall be the same as they now exist.

The elevation of the curbs shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in the sidewalk

inside the curb: one line of post in the center of the roadway to support the girder.

Clear head-room, 12.0 feet.

Subway in South Kobey street, under the Enjlewood Connecting Railway. (Street, 66.0 feet wide).

The depression of the street shall not be more than 3.0 feet below the established street, grade, making the elevation of the floor of the subway not less than 15.0 feet above city datum.

Level floor shall extend 30.0 feet beyond the north and south portals of subway. From this level the approaches shall extend on a grade not to exceed 3% foot in 100 feet to a connection with the present surface of street

Width between walls of subway, 66.0 feet

Width of roadway, 46.0 feet in subway.

Width of sidewalks, 10.0 feet each in subway.

Width of roadway and sidewalks in South Kobey street, outside of subway, shall be the same as they now exist

The depression of sidewalks shall be uniform with the roadway and 0.5 of a foot above, the level of the crown of same. Two lines of posts may be placed in sidewalk spaces immediately inside the curb lines and one line of posts in the center of the street to support girders.

Clear head-room. 13.5 feet

Passageway in South Koyn avenue, under the tracks of the Kaglewood Connecting Railway. The center line of the subway shall be 3 feet west of the east side of Hdyue avenue.

◆ Passageway, 10.0 feet wide).

The elevation of the floor of the subway shall be 17.5 feet above city datum.

Clear head-room, 9.0 feet.

A concrete sidewalk sloped so as to drain properly shall be laid with the subway.

SKCriOX 4b. That the grade of the streets and avenues in which any subways and approaches are to be formed in accordance with the provision* of this ordinance, shall be and the same are hereby changed so as to conform to the grades of such subways and approaches as they shall be depressed pursuant to (the provisions of this ordinance, and the grade of all platted streets and alley* that intersect the approaches to subways as described in Section 4a of this ordinance shall be depressed so as to conform to the grade of the approaches into said subways and shall in all respects be considered a portion of said approaches.

Section 4c In the several subways provided for in this ordinance vertical curves shall be constructed where the ends of the approaches to said subways connect at the top with the present grade of the streets and at the bottom with the level grades of the subway

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floor* specified hereinbefore in Section 4ft of this ordinance.

At the head of each end every approach the vertical curve shall extend not less than twenty (20) feet each side of the intersection between the grade of the approach and the level grade of the present street. At the foot of each and every approach the vertical curve shall extend not less than twenty (20) feet each side of the intersection between the grade of the approach and the level grade of the floor of the subway.

Section 5. Paragraph 1. That all excavations shall be made in the street* as may be required in complying with the provisions of this ordinance. But the excavated portions of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers, and other similar structures belonging to the city that may be disturbed by such excavation or to be moved or deflected from the position in which they are found shall be replaced or suitable expedients and arrangements shall be devised and provided to restore them in all respects to their former state of use, and the gradients of the sewers shall not be reduced in any event.

All excavations that shall be made, within the limits of the subways and beneath the sub-grade of the same, prior to the paving of the subways, shall be back filled with sand, gravel, or cinders and flooded or tamped in such manner as to assure the full settlement of, such back filling before the pavement is laid.

Provided, however, that if in the construction of any of such subways and approaches it may become necessary to disturb, remove or destroy any pipes, conduit, wires or other property belonging to any private corporation or individual, said railroad and railway companies shall not be required to assume any of the expense thereof or damages thereto, and the City of Chicago will secure to said railroad and railway companies the free and uninterrupted right to prosecute their said work and will save said railroad and railway companies harmless from any, and all claims, demands and suits arising therefrom for any damage which may be recovered from any person or corporation.

Paragraph 8. All overhead wire* or cable* crossing the proposed elevated track* of the Chicago River and Lake Michigan Tunnel - "Chicago River and Lake Michigan Tunnel" of wire* of the Chicago River and Lake Michigan Tunnel or corporation* crossing them in a lowering manner:

The railway or other person herein mentioned shall give notice in writing, to the owner or owners of any wire or wires crossing the proposed elevated roadway aforesaid. Upon removal or change of location of said wire* as hereinafter provided: and in case of the inability of said railway and railroad companies to ascertain the owner or owners of any one or more of said wires they shall notify the City of Chicago in writing, of the character and location of the wires the ownership of which they are unable to ascertain, and the Commission of Public Works; Work* thereupon in turn shall serve notice on the owner or owners of said wires and in case said Commission of Public Works shall be unable to ascertain the ownership of the wire* designated in said notice served by said railway or railroad companies, as aforesaid, it shall dispose of said wires in a manner not to interfere with the work of said railway and railroad companies.

Promptly after the receipt of any notice aforesaid, from the railway or railroad companies, or said Commissioner of Public Works, the owner or owners of said wires shall place them and the poles carrying the same temporarily, in such a position as to insure proper and safe clearance from the construction and equipment of the railway and railroad companies and to so continue them in such temporary condition until such time as the construction work of said railway and railroad companies has reached a stage that the wires can be run underneath the roadbed and the tracks of said companies in conduits, the necessary consent* being properly secured, or to pass them through the subways provided for in this ordinance in the event that it is required by the person or person*, corporation* or corporation*, owning the wire* in compliance with the provision* of this paragraph, to pass said wires through the subways or conduits, said work shall be entirely completed, immediately after the

eswiry manhole*. prJOr to the time, tke *aid Vompaue* begin the work of j;av-

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inp the subways and appraoehes. In the ercut, however, that the person or l^rrsoii*. corporation or corporations, t a i.it-;.* th> Avi re* afore^iid, h\ r. imply "tig with the provisions of this paragraph, elect to string said tv-irea on the uesli'rs;de of the bridge structure* supporting the track* oi said railway and nti'ro.td companies the said wires shall be strung in a manner to be agreed upon between said o<vntr or owners and said railway and railroad companies; and in ca?e said owner or owners and said rail' way arid railroad companies- shall in any jiiMarife faiii to agree in that particular, sa;d wires shall be strung on the underside, of the tirtttgo structure supporting the tracks of said railway and railroad companies in such manner as the Coni-ntirttoner of Public Works of the City of Chicago ?liall direct; provided, how-over, that in no ease shall more than two (2) trolley wires be strung in any subway through which street railways pass.

Ail overhead wires or cables belonging- to the City of Chicago which cross tiio proposed elevated roadbed and tracks oi the rsiiry and railroad companies mentioned in this ordinance, shall be disposed of in: One of the manners here-inbefore provided, as the Commissioner of lhiblic Wonts mav direct; b<t at the sole expeuse of the company whose tricks said wires may crOss-

Srctkht 0. VsrigrRiph t. Thiit pro* vision sKall be made for the drainage of the several subway* wherever toe streets ore depressed, as provided for in this ordinance by the construction ¹ of receiving to*in\$ properly located in or immediately adjacent to said sui>w*ys, which said receiving basins shall be connected with and discharge their content- ⁵) into the adjacent city sewers.

In esse the lowest point of the surface of any of such subways where the streets are depressed, a3 provided for in this ordinance, should be below the grade neces<>ary to make proper connection with the. adjacent sewer, eome other adequate meant of drainage sbsll be devised and provided by said railroad and railway companies at their expense.

Adequate provision shall be made at each of the subways provided for in thi3. arduiancc--ta_preient-*torm-- water-from flowing over the copings and around the ends of abutments upon the sidewalks.

Paragrph 2. Any sewers or water mains lying below the surface of such streets as are not provided with subways tinder the term* of this ordinance, . but which sewers or water mains pace under the tracks of said railroad and railway companies mentioned in this ordinance, shall be adequately protected by said companies by constructing over them arches of brick or concrete sufficiently strong to bear the loads of the proposed superimposed embankment.

Section 7. Paragraph 1. That the subways and the approaches thereto shall be constructed, by said companies within the are* to be covered by said subways and the appraoehes thereto in | each of said streets and avenues aiore-\ said, so as to conform to the following I structural requirements: The roadways j in subways shall be paved with So. 8 | granite block of standard quality and - workmanship, laid at right angles with ' the curb tines and set trpo* a selid foam-* dation of Portland cedent eonerete sot I less than six (5) inches thick or deep i when solidly tamped is pUwsf and Oth-f erwvje finished and properly crowned :: ready for the graaite block wearing Burs" fare between which aad the concrete i there shall be interposed a layer of I screened sand not less than one-half iswh thick. The curbs and sidewalks In s<<'b-ways shall be eonatnteted. with Portland cement concrete of standard quality and workmanship, and with the road-

) * way paving shall be made, finished and put in permanent place In acerdaace with the standard spedflcatton* of the | City of Chicago.

I Wherever streets are depressed in aub-i ways, the approaches thereto add the ■ sidewalk.* on said approaches shall be ; paved and constructed »»» the like manner as provided for paving and constructing the same In subways.

(Said companies shall guarantee the improvement herein specified to be free from all defects end to restate ia continuous good order for a period of ten years from and after the completion and acceptance by the city. Said companies shall, without cost or charge to the city, keep and maintain tuch improvement in such order and condition : during said ptriod as shall be satisfactory to the Commissioner of fubire

.Works, of the Gty-cd C5Wc*gcv ordinary wear excepted, sobc keeping and maintaining to include all repairs or the entire reconstruction of the improvement

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when the necessity shall in the gfidgnient of «*id Commissioner of Public Work 1* he occasioned by or through the a*e of fsully or inferior material or workmanship; aad conditioned further, that if said company or eompanie* »hn!l (Or a period of ten (10} day* after being notified by seid Commissioner of Public Works to repair said improvement*, fail, neglect or refuse to make such rejNuirs, is* CHy of Chicago may make <ueh repairs or have the same made, and said eompasy or companies shall npon de* mead pay the cost thereof to tht? City of Chicago.

Nothing herein contained shall be held or construed to require said companies to repair or reconstruct any improvement herein specific*! which after its completion and acceptance it shall become necessary to re»air or reconstruct by reason of aity person laying or repairing any sewer, gas. water or other

{
ipe or conduit under a permit issued y the ejsy.

Paragraph 8. Said companies shall pav* the entire length and width of the roadway In snch portton-t of the surmay* aad approaches as are required to n* contrswicd by said companies, except that such companies shall not be required to pave any portion of the subways or approaches to be occupied by or which- are adjacent to street railway tracks, which by reason of existing laws or ordinances it will be the duty of any street railway company oar other corporation to nnye.

Paragraph 3. Any street railway company or companies, occupying any of the streets in the City of Chicago crossed by said proposed elevated roadbed and tracks of said companies shall, whan and S3 the grade of such street shall be changed as in tbit. ordinance provided, at its own expense, without claim for damages, conform the grade of tt* track or tracks to the said change of grade of said streets, and nothing in this ordinance contained shall operate or be held to relieve any such street railway companies from any liability now existing, however created, to re"-aKgn its or their track or tracks, to exeavato or pave or bear the expense of realigning its or their track or tracks, or excavating or paving the subways and approaches between or on the outside of the rafls, of its tracks^ nnd, fur* ISe/nRe provision \$liair~be "consTrued as including the excavation ami paving of afl the area within the inside rails of

4.i'J 'trect riilttay nark"* in *.»:.;} iM;?i wayj ;<nd on «.i wl »pt'i--u-?h;-.-. • ■■ \t• •? by r<1*»t/n bf tl/*" *pr.:j'J of A
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specification* ia'-rv n lJK'tore drawn in Suttton ?, l'arjgrar 1.? t, of this ordinance.

Paragraph 4. Nothing in this r.rh-nanre contained sUall t* so oon->tu>ff a:* t<> require the, said railway *n>i r>d • road companies to .ntunK or pay am damagvs to adjacent or a .butting* property caused by the passage and enftir *-meut of this ordinance, or by the et<k*-vstion, flevation, depr<><nion or shange of grade made in any of the puMic avenue*, *treei« or alleys* or l.y the elevation of the roadlied'aad tricks of said rai;nay and railroad companies ai herein required to be eloateJ, or to defend any suit or suit* which may be brought by or against any party or par-tiet for the recovery of "any such daar »ges; but. for and in coal'deration of the a-reemeut by said railway and railroad companies to do and perform all the-obligation? iinpoiitl upon it by this ordinance, all such damages, if* there he any. will be adjusted and paid fcv the City of Chicago and said City 0/ Chi-e»K\ »-ill ».««imp the nh»fmi*-' of am anl all suit)* brought for the movery of the >ame, intervening therein if rw-e-*ary for the purpow, and will wholly reliev? said railway and railroad companies from defending the same and wil- *s» *ume and pay all judgments recovered therein, provided, however, that -saM companies shall l>e li*!>;e for vu-'i dsn* age* a* may ari«e from the negligent performance* by said company or companies of any of the obligations imposed by this ordinance, and fortlier provided, however, that the Pittsburgh, Cincinnati. Chicago and St. Louis Railway Company agrees to indemnify and *av* harmless the City of t htvro from any and all lawful claim or claims of »i>v kind or character that can or may be made on account of loss, damage or injury to property contiguous to the right of way of *aid railroad, by reason of the-vacation of streets nnd alleys as here-tn~prwieu"OT-by-reason of the cou--struction of the subway and sproachbes st West 50th street,

April 22, 1012.

a! <a-> stipulations in this paragraph contained arc, however,, made iipon i-hc condition, precedent that in case, any suit he brought agnk'st ».wd company or eouipaues, said eotnpUuy or com-jiardes hi;J, providing it !>;> been Served wit'i proper .summons, at least iivc 35} days before the return day of tie- aammona therein, give notice in writing, of such suit and of suih scrv-h<- t.) the. Ma'or and *.f V>><«[K>rUtir>r» OMsoseJ? of

said City of Chicago for; the purpose or" enabling- such defense to be mudc by. the city.

Paragraph 5., The said railway and railroad companies and any contractor £'fup:oyeJ by it or them, in the execution work hereiii required to be done, shf.'.H J>ii\i' the right i>t the perforata wii oi' such work, to "take water fro.'rt the public water system, of said city and to u-i the time ia such work tree oi all oiiifisi or expense.

'S&fliox s Tliat permission and authority are hereby given to said rail-way ani raiSrojcd com panics whenever the same shall be necessary in the f-rOsaelton ct the work they are herein &t horned or ■required to perform; to Obstruct temporarily any public street* avenue or alley, to such extent and for *"Jth length of turn as may be approved by the CofliBiLssioncr of l'ublic Works; and they are a**o hereby authorised whenever the same shall be necessary, to erect and maintain temporary tracks, structures and false- work in any of *aid streets and avenues during the construction of their said elevated railroad, subject to the approval Of said Commissioner of Public Works,

icerio.T 0. Noshing ia this ordinance named or contained alfa!l be so wrtsttued :u- to prevent sold railway an») i. -xilrn-ul fompaniei from locating and con i tract-injr the abutments which form the walls of the subway at stiff icicut distance tack from lt<> hoild^ng or lot line of the streets, ltiu?evard3 or avenues, for the purpose-' of constructing and main-taiiing in the spaces or reeesie* so left between caid abutments and said build-ing- Inca. station buildings, with all riec-«s*;i.ry waiting room5, and ticket offices or other building* fronting on said streets, boulevards or avenues, uniform •with the said building lines thereof and -entirely-withth-the-lines limiting- and-bounding the right of way of 3aid railway and railroad ouinpanics, and for the further psirpose of constructing ami

innintaiu'og within .tald lines stairways and approaches leading to and from said elation building* to the slcvated platform and track,* *bo*c the sAiae for the .Mtimumidnlion and convenience of the pa-s*eng*r traffic of said cooapuDiee', or r<.r any other purposes in connection with the efficient maintenance and operation of the fines.

s-ttTiox 10. That when the said railway and railroad companies shall have derated their roadbeds and tracks in ac-<<r dance With the provisions of this ordinance so that the same shall be ready (or use and so accepted by the Commissioner of Public >v orks of the City of Chicago, then and thereupon all provisions of the ordinance of the City of Chicago relating to the speed of railway trains in* length of trains, the number of ears to constitute n. train, and the nuuuitenance of gates, flagmen, watchmen, signal* aad signal towers, and the ringing of bells shall cease to lie applicable to said railway a ad railroad companies. Provided, however, tbi3 ordinance at not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at a ay time hereafter to pass nectisary and "reasonable police ordinances m relation to the matters last above enumerated- Attar soeb elevation it shall be unlawful for any' person or persons ->»ve. employes of said companies ia the: discharge of their duties to eater or be ayou or to watk across or along the said elevated structure of roadway at any place. The railway aiid railroad companies art*, hereby required to light the subways providstd for in Section. 4a of thia ordinance i« the manner prescribed by ordinances now in fore** or that may hereafter be passed and in fore* relative to the lighting of railroad crossings.

Section It. la consideration of the acreptancee of this ordinaoee by the Pittsburgh. C*ociufl*Cf, Chicago and St. Louis Railway Company, the ISugte-wood Connecting Railway Company, the Baltimore and Ohio Chicago Termiasl Railroad Company, the Union Steak Yard aad Transit Ooaipcity of Chicago, and the Chicago River and Indiana Railroad Company, Lessee, end of the agreement br said companies to do and yef foFm-a*fl--tlse-H3hligat>oi}e--imposed--sppm---thent by this ordinance, the City of Chicago agrees that upon the. lines of railway hereinbefore described, namely: The

April £2, 1012.

Pittsburgh. Cincinnati, Chicago and St. Louis Railway *"id the .JJalliroorH and Ohio Oticego Terminal FUriroud, between Western avenue boulevard on the north and West Sixty-ninth »treet on tho south; the Union Stock Yard and Transit Company of Chicago, and the Chicago River and Indiana Railroad, Lessee, between West Forty-third street on the north sod the south line of West Forty-ninth street on the south, and the Engiewood Connecting Railway between Sooth Halsted street on the- east and' the Pittsburgh, Cincinnati, Chicago and St. Louis Railway on the wwt, tf it shall at any time require a crossing or eroseiags at any street or streets, avenue or avenues, publicway or public-ways, for which no subway* is, <>c subways are, provided In the schedule of subways contained in this ordinance, or shall open, lay ont or extend any street or streets, avenue or avenue*/ public-way or publieways, across the rights of way of said companies within the limits above mentioned in this section, such crossing or crossings shall be made by a subway or subways only, and no claim for compensatiou oo account of)antf taken for right of way of said street or streets, avenue or avenue", publicway or publieways shall be made by said company or compaaie? who»e right of way or rights of way is or are to be crossed, and *uch waiver of compensation shall attach to had run with s«<< land id the hands of any grantee or grantees of said railway or railroad company or companies.

The provision of this section, including the waiver of compensation for land taken for a street or streets shall apply only to land actually used or occupied for a railway right of way at the time of the opening of any such street or streets, avenue or avenues, publicway or publicways. But the sole cost and expense of the construction of such subway or subways and of such bridge or bridges as may be necessary to carry all the tracks on said companies' rights of way shall be borne and paid for by the City of Chicago without expense to said railway and railroad companies mentioned in this ordinance; and in no event shall any such subway or subways, bridge or bridges, so to be built be inferior in any respect to the bridges and subways to be built by the railway and railroad companies across streets provided for in this ordinance. The work of such construction shall

be done in the most expeditious manner possible, and the cost of such construction shall be paid by the city for such work and construction shall not exceed the actual and reasonable cost thereof, including the cost of bridges, respectively, of such railway or railroad company or of any such street crossing any such railway or railroad company, or yards of said railway or railroad company, or companies. But the cost of such construction shall not be required to be paid by the city until the cost thereof may be estimated by the City Engineer and the Chief Engineer of said railway or railroad company, or of any such street, first shall have been paid over to said railway or railroad company, or to the responsible bank for its or their benefit and to be paid over to it or them at any time upon the completion of such work. The grade of the roadway and track of said company, or companies, shall remain at the grade hereinbefore specified.

Section 11. Paragraph 1. Any railway and railroad company shall begin the actual work of construction not later than January 1, 1911, and shall diligently prosecute the same to completion and shall not be prevented by strike or strikes, riot or riots, or such other causes, or legal proceedings, aforesaid, shall be added to the time hereby limited for said work; provided that said railway or railroad company, or companies, shall give notice to the Corporation Counsel of the City of Chicago of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in its own name or in the name of said company or companies in any suit or proceedings of which it has been notified as aforesaid, and move for a dissolution of such injunction. Or restraining order and for any other proper order in such suit. Paragraph 2. And it is further provided that if said company or companies

shall be delayed in the performance of said work required to be done under the provisions of this ordinance, by reason of the obstruction of conduits, wires or other property of private corporations or individuals, as mentioned in Section 7 of this ordinance, or by any delay on the part of the City of Chicago or any of its officers in performing the duties imposed upon the city and its officers by this ordinance, in respect to the work herein required to be done by said railway and railroad companies then and in that case the time during which said company or companies shall be delayed shall be added to the time during which said company or companies are required by the terms of this ordinance, to complete said work.

Section 13.3. But all the work herebefore required to be done by said railway and railroad companies upon or in connection with the public avenue and streets of the city, shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of the City of Chicago, without charge for the same.

At least ten days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination, and if found to be in accordance with the provisions of this ordinance, in so far as this ordinance contains specific provisions, if they shall be satisfactory to the Commissioner of Public Works, in regard to matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith. Said plans to be known as "Filing plans" shall embody:

First: A general plan or exhibit on a scale of one inch equals one hundred feet, of all right of way, tracks and appurtenances as they exist at the time work under this ordinance is begun within the limits prescribed by this ordinance.

Second: A general plan or exhibit, on a scale of one inch equals one hundred feet, of all right of way, tracks, retaining walls, abutments, fences and other structures proposed to be

constructed in connection with the provisions of this ordinance.

Third: A detail drawing or exhibit of each rightway provided for in this ordinance whose outside dimensions shall be twenty feet in width by thirty-six inches in length, each detail drawing shall embody the following features:

**■> A plan, on a scale oi one ines equals twenty (20/1 feet of the subway, showing the number of tracks to be constructed across the street, the abutments, the end of the retaining w<l!#, the location of the portals of the bridge superstructure and the columns to (iupprtrt same, the limits of the level fh<f>r of the subway measured from the bridge superstructure and from the nearest lot line to each end of the leva) Moor of subway, (the reference to the nearest lot line iii each case to 'he to the ■nearest foot* the length of eseh approach to the subway, the widths of roadway and sidewalks, both In rufc-way and on tbe approaches, drainage provisions, all undergroend revisions aad improvement's street car lines, wkwre they ester, et cetera;

>b> A cross section of the snbway showing the dimensions of the subway specified iii Section -ta. the elevation of the floor of the subway at the crown of same, the amount of crow* of the roadway at estchbaem*. the elevation of eurbe, the rate of slope of the aide-walks, »U underground revieiowe a*d improvements, et cetera;

(e? A longitudinal -wtkm of the seaway and the approaches thereto, showing the elevation and grade of the crown

of the Subway floor* and of the bridge superstricture. the vertical curve? eott-necting tile level floor of the subways, and the. original grade Of the street, with the incline oi the approaches, the length of the approaches, all underground revisions and improvements'.

fd> Kach subway drawing to bear in the title the date of passage of thh* ordinance:

(e) Blank spscej for signatures of the following city officers in the drdrer listed:

Engineer of Track Elevation. - Commissioner of Track filovatioarf.-

Engineer of Streets. Stiperiatendent of Streets.

April ±t. IVIS.

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and ea<<<e the work herein required by << ! he "^\tl.nr of the irul w^t a>y
said couepany or compames to be doni. ! the right of way >>J t tr FagTe-
to be peTfrraied. **d there>>)>m the ex- ^whng R>>.<?w>>v t omn.ny a s |

The north and sfiuU, all^y t^iween -lri*t jir iftecet and A^Utisd avenue from th>> <.ourh line c-f Wtht l^ty-
^ighth street to the nortlj t.ne of We*t fifty-.ninth Mrwt; and

WinautAS, the ends of certain other aiieya abtitt;ng on or rnnisinp tt'e rfafct nf- <r.iy or the Kngtcv^iwd
i^ennrrrtirsg- fjailway Company are to be closed ts> tlie public by re*>oit <*f the co.!*tro>>

pesse thereof eh>|| be charged to iuch n,<t hJ_v_|" th str^_de#Mfite*t coanpeny or comjianica, and | The north and
south alley between If *<eh expense w not paid to the City j.'UJh'n-street and .lo*tire street from the of Chicago
within ten (10* days after | south line b>f West Fifty-Eighth *tteet a dvaaancl therefor, *aid company or i.to the
north line of Wi^t K-ift\~nintl* ctmuittMt shall he liable t<< said City f street..
Of Chicco In an action of assumpsit tier the amount ao exptnde*!.

Section 16. Whereas, certain alleys are legally open and platted across, the right of way of the Eoglewood
Connecting Railway Company at the time of the passage of this ordinance, namely;

The: Twfl<-a^ Ourthy's Subdivision of tbe'*e>t half (W. %) of the Southwest quarter (S.

April it 1*>L*

t: on of ths elevated emi>ankmeut3 and | rctaiou; Wilis oi said railway company, { .vitich lillcyj arc described as
iolioiw*: J

Tiie florin atui wittth alley between .

tTaCnted street aal Often street from
the soot it Juso of West Fifty-eighth
street to the north tmc of the right of
way ©f the £n<lcwood Connecting Ua>--
way Company. j

The north an;l south alley between ,

Green street and Peoria street from
the soiUii !ir:e of West Fifty-eighth
street to the north line of the right of
way of the Eoglewood Connecting" fiiai-
way Company. >

The north and v>ntb alley between '.

IV^ria street ai;d Sangamon street .from
t!>c HO'jt:i -inc. of West fifty-eighth
hirtfti to thr north Jiie of the ri<ht of
vruy of the Fiiglewood Connecting Rail-
way Company. ;

The north an:l south alley between / Saunjamon street and Morgan street from ihc 'south Sine of West Fifty-
cighthi ^ street to the narth line, of the right of way of the F.ngVwo<.<i>| Cunnet ting Rail-way Company.

The nortr> and south alley between ilorgan street and Carpenter street from the south Sine of West Fifty-
eighth street to the north l se of the right of way of the Kng!e*oud Connecting Railway Company..

The north and south alfcy between Carpenter street and Aberdeen street from the south fine of West Kifty-
eighth street to the north l ne of the right of way of the Kngfewood Connecting Rai!-tway Company.

The north ami south alley between Elizabeth street and Throop street from the south Sine of West Fifty-
eighth street to the north l ne of the right of way of the, fcnglewood Connecting jRail-way Company.

The north and south alley between Throop street and Ada street from the south line of West Fifty-eighth
street to the north line of the. right of way of the Ftylewood Connecting Railway Company.

The north and south alley between Ada street and Loomis street from the south tine of West Fifty-eighth street
to the north line of the right of way of the Kngfewood Connecting "Rail-*way Company.

The north and south alley between Marehftcid avenue and Paulina street
from the south line of West Fifty-eighth street to the. north "line of the right of way of the Eiiglewood

Connecting Railway Company.

The north and south alley between Paulina street and Hermitage avenue from the south line of West Fifty-eighth street to the north line of the right of way of the F.nglewowl Connecting Rm.-«"y Company.

The north and tenth alley between Hermitage avenue and Wood street from the south lute of West Fifty-eighth street to the north line of the rigfct «f way of the Fitglewood Cc-nnecting Railway Company,

The north and loutti alley between Lincoln atrcet and Winchester avenue from the south line, of West Fifty-eighth street to the north f>»e of the rlgbt at way of the Knglewood Conseetlag Rail-way Company.

The uorth ami south alley between Winchester avenue and Robey seract from the south line of West Fifty-eighth street to the north line qf the right of way of the Rnglewotxi Connectuag Railway Company.

Turning basins at the ends ef said si* ley* or rxiU from said alleys shall lie ptovided for by the Eftglewood Ceaaeei-ing Railway Company, aeewdieg be the provisions of this ordinance w OM «f three ways hereinafter specified, namely r

Firtt: Said railway company way provide a turning space and dedicate to the pubbc for public nse «* a pari ef >aid alleys a tract of t*u*d at least twenty-five, feet by twenty-live feet fgnY x25') in dimension adjoining *aid alley* within twenty-five feet |35/> from the north line of the right of way of the Knglewood Connecting Railway Company, providing a turning basin at least twenty-live feet by forty-oea feet (tsrs 41') ia dimension at the points where each of said alleys shall be closed by the slope or retaining walls of its elevated roadbed.

Secoud: Said railway company easy procure and dedicate to the peWic for use as a public alley a strip or strips ef hud sufficient to make an alley not less than sixteen feet (16") m width within twenty'five fect f25>) of the right of way <ft said .Etiglewood Connecting Railway -C**mp*iy--eoaneetingthe -ends-«f-said-alleys which shall be cut off by the elevated roadbed with the nearest street; said alleys shall not connect one street

i s ci x »s u.w> era» urea a.

with another, but ehail couitrtct lite cud of the existing alley will* one <*f ttw parallel and adjoining streets.

Third: Said railway company may construct subways lioncaih its propowj-elsvated tracks at the alky* herein referred to; said alley subways *hnl; h*vt*i a width between walls of ifl.tt teet. and a clear h««««i-room of i f 0 feet

Sncmox 17. Alt portions of any streets or aveaeus or alters extending into or acre** any of sa'd lines of railway with* ia the limit-} of the right of way of the Pittsburgh, Cincinnati, Chicago ami St. Ijetue .Railway Cotopthiy, the Raitimore & tibio Chicago Terminal Railroad iiiiw-

? i*y and the Union Stock. Yard and mailt Company of Chicago, and the fottftewood Connecting Railway Company, aad within the limit? hereinafter described aad showa iii red on the plat hereto atteehed and amade a part of this ordiaajsce. except: the atreet* aad alleys «n»saerated shore, in which subway* are reavlrtd t* be constructed, shall be dis-eowtiaved and vacated, including the dn-eeartiaiauaee aad vacatiea of:

All that pert of West Forty-scxenth plae sotrb of and adjoining the south line ot tots twenty-four (t4». twenty* i*e {«\$), and twenty-sis <*6). ia B, F, Jaeob'i S«bdli«io« oi north half [N. of blee: fourteen iU], (except there-froa» the we*t seventeen (t?) feet); and north of and adjoining the north line of loos twenty-one (£1), twenty-two (22), a«d twenty-three (37). In Southgete's Subft^dstea of south half (S. %t of bfoefc fourteen (H), (except therefrom the west seventeen (17) feet): also all that part of West Forty-seventh place soeitft of and adjoining tl>e south line of let* forty-one Ml) to forty-six <»««}, both Inclusive, in block oae U), and north of and adjoining the north line of tots one (1) to six <6), both inclusive., i;ti bloek four 14) of McDavid & Rhoad'a Subdivision of blocks fifteen (15) awl sixteen (18), (except therefrom the Is ml* of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and Western avenue boulevard) t also alt that part of West Forty-eighth street south of a«d adjoining the south Hike of lot* forty-one (41) to forty-six (4(1), 'both Inclusive, In block four (I) of MeDsvld A-Raoady-SubdlYiaina-^

and north of and adjoining the north line of lots one < 1) to six it), both inclusive, ro block one 111 in Oorge and Winner's Boulevard Subdivision, being s

<il>'dri«-;<m of h'ttok eighte* n fis|, (»). <H thrietlt.in the; e«*s ««*i>i:ntPi:i» i>'vt of the north half 'S ^t :iv<l the .a*t tifty .HI tivt Ot the ^>utli fcalf >S. »;» aMo all that- put t<t: AVV^t Forty (ighth street .-«".*t;i o't *n- l adjoin-ikt* the «outb Uoe of in*, twenty-four i i*i to twenty-nine |2<i|. botii tietiusive, <t ^uthgnte^ Suhdiu^on aforementioned, ot south half >S\ \ fj\ of block j t-><rtc« n tJej, aad north of and .adjoin-| ing the north line *>t Jot,« one :l j to six tv.kfb inclusive, in l<io<l» i»i(i) * . t»- uf K, t'. (luting * Kii'Klivia.ou ot i:lim k nineteen »t!>»). fex<vpt ih*r(5rrmi the. we*t aerefttceti fc-«t'thereof)s as-o all of that part of West Forty-eig-ith place south of ami adjoining the wouth Due of Jots forty-two l*2f to forty-eight 14,-il, bolh, inetuai've, of bhx-k aw? l>, and north of and adjoining the nort ^> line of lota one fi* to seven »TK ttoth inclusive, nf lijoek two iii in K. C. ll-tlings Sub-divr*h>* aforemrationed; al^i all that part of We*: .Forty-eighth pla.v south >i and adjoiaiaq the south line oi ioU I forty-one <<U to foriy^suc MS), both | tectwrive, i» block one ti! of fleor^e and | Wauser's Bcatlevard

Subdivwion afore- mentioned; also all that part *»f W<?t rorty-ainth street south of and adjoin-jeg the south
tine of wt forty-eight l IS| of block two 4Jt> of E. C. llulin^s Subdivision sformmcAtioaed; also all that part- of
We«t Forty-ninth street lying within the oae hundred tIOOi foot right of way ot the Pittajurgh, Clnctenatl,
Chicago and St. 'lx)uis Railway Com^ paiiv; afcw alt that part of We*t Forty-nisth place south of and adjoining
the sowth line of lots ooe (t) to eight i15*, both inclusive, • except therefrom the *e»t five and two-tenths (VS) feet of
I lot eight 13). end north of and adjoining I the r«>rth lie* of Lots thirty-atne '•"»> I to forty-siJf t4»), both
inclusive, (ex-] cept therefrom the West five and fifteen t one-hundr*aths t*-15) feet of tot thirty-nine (39)) «n B. F.
Jacob's 5nMivwion «f block, thirty-one (31), lexceptiae; therefrom the rights of *ey of the C. * (J. K. R. R. and
the C. T. J. Railway); also all that part of the ta^t ami west sixteen. 4t6» foot public alley south of and adjoining
the south line of lot* »eiiitv(i)e <21i. tn«n.ty tw,> iii*, an l twentybrye {Si), and north of aad ad» ioununif_ the
norb line of lots twenty-
lour twenty-five (34) and twenty-six i26). in 11. F. Jacob's Subdivision aforementioned; also atl of that pert of
the east nnd west, sixteen f«wt

I XEIN3HED 8i.SJ.\"GS».

fn!'.'u!- ftllcy soufii ot' and adjoining the
south, line of lotd twenty »20) to twenty-
Uireo botii inclusive., and north of
and ti^OHtini* the north line ot* lots tu^dy-four i.2-?> to ew&niy-ae|ei> »'27>, •fcoih Inclusive, in Southgate's •Sfobt.li: 1
vision aforementioned; also Alt of that part of the east and west sixteen (1.6) toot public alley ?outh of and adjoining the south
line of lots one (l) to eight <■*.'; I*»th inclijjiive, and-nOrt|t of and ad-joining the north line of lots forty-one {41) to forty-
eight (4..S), both inclusive, in block one ft): also alt of that;part of the east and west sateen (1G) foot public; alley south of and
adjoining' the south line of lot* one HI to four ft), both snchisive. ttud north of and adjoining the north, line of lot* forty-five
64£) l«» fidtViright '4S>. '«»*h ti*IM*i\ v til Iii k k two iTi of K. t\ Hiili'ty'i Sidxlivi sioii aforeineritiOtsed: sil-.o oil ttu>-i»
parts of the; e;it- and west <M!tt«i'ii (\C>-^ 'foot pii'l-e a'hys «««tb of and* Adjoining the snath line of l(4 <oim* i I) to «iv
both in.clu>ivr.flitd north of and aofoiiii the north lirtc of lota forty-one ?4J) to forty* six (46), both iriclu* ve. in block*
one Hi and four of MeDsviid & Rhonda .Subdivision aforementioned: also all that part of the east and we^L sixteen :(«) foot
public s'ley south of and adjoining the south Irac of lots bue (l) to six £6),,, both iacclusiv.-, and north of and adjoining the
north line of lots forty-one v4t> to forty-sis i to), both inclusive, of block one ;t). of Ceorge and Wsaaerti Boulevard Subdivision
aforementioned; a'so all of those parts of the east and *est sixteen .5 5fi> f«*»r publicalleys north of and adjoining the north
line of lota one 11.) to eight (S), both inclusive, '(except therefrom the west five and three-tenths (5.:i) feet of lot eight and
swot?} of a»vd adjoining the south line of lots thirty-nine 139) to forty-six (46), both inclusive, (except therefrom the west four
and eighty-three ooe-fiiitidredths [4,S3) feet of lot, thirty-nine (M) sn U. V. ,tacoh» Subdivision of block thirty-one 31)
aforementioned; also all of teat part of the east and 'west sixteen (10\$ foot public alley south of a<;d adjoining the south
line of lota one (>) to nine(D) > both inclusive, and north of and adjoining the north line of lota thirty-eight (38) to forty-six
(40), toth inclusive, fexcept <herefiroin_ the west fifteen (15) TeeC of' lot* nine (!>) and thirty-eight (3s>j); ab?o all that part
of the oait and west sixteen (16) foot public alley south of and adjoining
the south line or? tors iorty-*pten U7 j io li/ty-four *5*i, both uiehttire. and north of atil adjoining the north luse of low
seventy four \$74) to eighty-one fSI), Unit Inclusive- ait in Raind's Subdivision of thvk thirty-four (31), except one (1\ acre in
the southwest corner; al* in Stone and Whitney's Subdivision- of n»t half (W. Yx) of southeast quarter (S. 'E. *^i of Section
aix (ft), and the north half (N* .yy, itnd tbe west hn.lt <http://hn.lt> \\\ of the southeast Quarter i& E. %) of Section ae^en (7),
Townebip thirty-eight (38J North. Range fowrteea (14), Best or the Third |3d) Principal Meridian; alao all that part of West
Forty-ninth place lyiitg within the right of wav of the Pittsburgh. Ctacionaii, Chicago'aad St. J>ouis Railway Coatfajvy; also
thai part of Went Forty-sloth place sooth ot and adjoining the south l»ne of lots twenty-six (88), twenty-seven <S7) and twenty-
-eight (i8), in bloek thirty-se«en iz7), aad north of aad adjoiatag the north line of lots twenty-Uree (*3), twenty-four (24), and
twenty-five ISS) in b-foek thirty-eight (3R); a few all ihoec parts of the east aad west stsCeea lift) foot public alleys sooth of
aWjuljoimg the south line of lots twenlv-four iU) and tweaty-nV* (25), and north of aad adjoining the north line of lota
tweeny-aix {20) and twenty-seven IS?) *a block thirly-se«ee (37), aa«l south »f sad a«t-* joining the sooth Mae, of lots
twenty-three (23), twenty-four it*) nad tweaty-flve (25), and aorth of and adjeiaistg the north line of lota twenty-six (Sfi).
twenty-seven. <»7) said twenty<eight (*3) ia blocks thirty-eight. (3S). «.fty-iiioe f*9) and sixty (60), all ia Chicago t'ai-versily
J^nbdivisian of south hatf (S. V^ of nortbea*L quarter {S, E. i^), and the west three-qunrlers iW, *; } of south half (P. Vi) at
north half tX. if.) of northeast quarter |N. E. and the northw*«t quarter IX. W. ht i oi l he uorthwest quarter fK, W. of the
northeast quarter «>^T. F. j'amt the southeast quarter (S. E. H) of the northwest quarter (S. W. % >, of Section seven (7),
Township thirty-eight (38) North, Raoge fourteen «U). ;Eiu: of the Third (3d) PrLncipel Meridia*; ahto all of that part of
West Flfty-nrst plae youth of *ml Adjoining the south line of I lots forty-five (45) to forty-eiglit t48), f both inclusive, (except
therefrom the
ii east iime ind^ixtjrTwo oiia-huudrttdSr
' (9«2) feet of said tot forty tve (4*)).
f in Mutt and Wallace's Subdivision of
ii weet half (W. %) oi lota one (1) and

i NVtMSiirp nx.-n.Ntss.

four Hp in X. I*. Iglthart** Suhdivfoiori of southwest quarter (S. W. v»5 of S<v tion seven <Ti. Township thirty-eight (3S) North. K a life fourteen <M.. Bast of tb* third ndt friacipijl Meridian: all of that port of the tint and »t.»t sixteen <16V foot public alley south or *isti adjoinuar the south line of lot* one (1) to four (4). both inclusive* and worth of and adjoining the north line of lots forty-Ave (45) to frtrty-eijht (4j*), both inclusive, (except therefrom the eet nine ami sixty-three oae-hund-redtbe tv.6.i) feet of said lots four (4) and forty-five (43). in Jftrtt end Wal-leek';? Subdivision nfoVeawstfoned; also all of that part of West "Fifty-Ant place south of and adjoining the south line of lots thirty six |35i and thirty-seven (371, (except therefrom the west six and two-tenths (*..2) feet of said lot thirty-sit l35>), in subdivision of lot* two (S» sad three t:t) of X, P. Igiehar*** Subdivision aforementioned, (except the east one hundred ten (110) feet of tot two (t) and the east one hundred eighty-two (tss» feet of tot three f.V>, and except the west two hundred (309)) feet *f said toisU ateo all of that part of the ea*i and west eight (i*> and sixteen (1«J foot pvblic alley south of and ad-jetiniaf the south liae of tote one (!) to tv* <3), both InclttSrve. and north!of a«d adjoining the aorta line of lots tWrty-eix «35) exd thirty-aeven W7i, (except the west two a nd six -teatha »;.S) feet of said tot thirty-six (*« t and except th* we*t two sihl five-tenths 42-5> feet of ee>id tot Ave (5)), t» the subdivision of lets two i\$) and three *3I of N^T. P. IgiehartV Subdivision aAjreaaencioned; also all of that part of Warner street east of and adjoining the east line of lot one (1), smd west of end adjoining the we<t line of kit fifty 130) in R. H. Stilton's Addition to Chi-e«(ro. being a subdivision of Iota nine <9i. ten (101, eleven (11) and twelve (12) in X. !\ rjtlrhart's Sub-division aforementioned; alio all that part of Warner street west of and adjoining the west line of lot flfty i50» in Ht. H. Milton's Addition to trhica^o Aferentcfltinged. and riist of and adjoining the east line of lot forty-two (42). and east of and edjoialnf said east line of said lot forty-two 143), produced sooth ten (10) feet in the subdivision of lot* one Ml to forty-Ave (4Si, bcjth inclusive, »except boulevard in itthdi^

vtsmii of lot one (t) of X. P. I|tle»rt* Subdivision Aforementioned ; also all that

pint of the e:isfc and »e.:t ?.«« ft*;* f -vt
public alley mnit'i r.-t iinit id;» ,i,n/» ;<1.
>>«iifh li»** of lots f'iirry-f.»{ 'ir 1 tt
forty-t*i» faith ,iutits«ve jex^^t
the Wft ten iuil »>n< -!<*!i'h f-iOJJ ;>*» .of
«*td tot thirty-four f.i ■», in the sub-
tlivi«ioit of h<H on.«- Hi to forty-Ave
both iaclif^ive, (extrpt ?*>n|«-v.*rd
ui -MihditiMnn <f t«>t <>?*• t . ut N
I*. lidehrtrt h Suh*ltvi*i<Mi itftrvmenttoned;
:<* -0 alt of that part of W«t Ktfty.tbir.l
.piare north of and adjoinujr ttie* north
iitte of lots forty'thwV; t<3, to fortv-
»even (47), both in-dative, ie*c*pt the
eait fifteen (1st fpet of »ai*i lot forty-
Severi (47)). vn >l 'K*y» f.'ardetd Boule-
vard Addition, being a *uhdivU on of lot
twenty-onir r:ty oi S. t'. l^JchartS ?fnb-
division aforementioned'. a!*r> all that
part of the e*.*t; and' west sixteen (t«)
f«>ot public, alii'y viutit of and adjoining
the i>onth line of lot* forty-three (4i»
to forty-seven f-17'j, Ijoth inclneive, (ex-
rept the east fifteen >M31 feet of said
lot forty-seven (47)), in McKay's Oar-
field Boule\ar.l Addition aforementioaed,
awl north of nod adjoining the north
lioef of k>t< thirty-nim- i l/t to forty-
two »4ss liotli inclusive, Sexcept the
'a*t ten and two one-hundredth* "< 10.02)
feet of <aid lot thirty-nine n0)U »n
T. W. Kirhy*-. Sahdivijimu of lot tweaty-
ftwir rt'4> of X. P. falehart;^ Sub»livij»ou
aforementioned: sl*o all that pjvrt of
Wert Fifty-fourth plae south of and
adjt>ininf the youth line of tots i*veaty
two (74) to seventy-five (75*, both 'ia-

elu.iite. {except the east thirtcea and
eixhteen oec-hundredtlw • J3.i<> fret of
*siid lot seventy-two (72i). io>l. E, Dor-
mart's Sahdivi-ion of tot* twenty five
(25) and t.wenty-ei<h* in X¹.

1-lehart'a Subdivision aforemeftiooed, and north of nnd adioioin* the north tine of hot* o«€ (1!, two (2) and
three f3>, (#*ecpt the es^t twenty-five and seveaty-jievenore-hondredtha '2">.:7) feet of said lot three nil. and also
north of aad adjoining the north line of **id lot one tlj produced ea« aixteen ilfi) feet in Coiling and afurri*
Siihdivi.<ion Of tots twenty-nine *S9f and thirty-two (i2), lexept the esitt five (5) acres end the west fifty (50) feet
thereof), In N. P. fxlchart's ^ubdiyit'on aforementMwd; aln> ait of the north and south sixteen (ifii (wit puhlie
a'ley e**t of and adjoining the ea-^i liiti" of hit one »t),an I we*t of and «dj.<niij; the we*t. line of lot t wo tit. and
the w.-.t liee of »>»i !ot two

12J produced s<>uth iixteen ft*) feet in t'ollina and Morn* Snbdivision afore-

INMJH3RED BtSI.VCM.

irtEt:<T.r<h also all of that part, ot the
ea^t a tilt vusi sisieio (lb») foot public
»;Vy M>Jii» √f tin?! adjoining- the. south
ittit'cl I'ti two and three i'3>, fex-
ceft the east twenty-five and. seventy*
settn onc-aniidrcdt'hs' J2.Y77J feet of 4aid
:< t tjree ^1. <> t-el.ins and Vorris
£jl«!hi'-ion" aforementioned; alio all of
Sv.it <http://Sv.it> h lea* it t street a? laid out in Mocks
one vii and three Oi in Towards Boule-
yard A-lditvon to <hi>ago, being a sub*
division of-lots tweaty-St?veo 127j. thirty
?5W* and thirty onr »3I» oi X. .P. tgte-
h»:fc'-. Sjk)ivi£on aforementioned: also
all of that pi»rt of Wc**t Fifty fourth
place lunth of and adjoining the south
jinc of io** twenty-four '24) to twenty-
^evcri r27j. both inclusive, in block out
t?*. and 'north di and adjoin 'n-> the
north roe *-f fc>*i on-. i'lt to four UV,
tnrb. im-lusive., in W** tare? 3; in
LMwardi* llr i^evard Addition to Chicago
s-orementioncd: ai?o si! of ti;at part ot
tile eight -3» foot cart snd we« public
»r1*y north of adjoining the north
line*of bit* t-u'nly-fonr -1> *° twenty*
seven. i iv \, both incUis-ive, in Mock one
alio all of the eaH ami west \$ix>
tt+r. 10- foci ruMic alley *o:ith r?f and
afFoiftinp the south <ine of tot? one at
to four both inclusive-, and north of
and adjoining the north line of lots
twentv-seven (87) to thirty *r;<it, botTt
irclrwivc- in Mock three ?o% in Edwards'
Poulevar.! Addition to Ch ic*~o sforem-
t!fmeA; also all of that part of South
|tt:b* avenue as laid oat in blocks one:
two rit, wen *7\ and ei^i'tt i^f
in Tretnont Riipe. beir;jr a subdivision
of southwest quarter ?S, W. *;> of
rorthwe.<t quart* r W, ->i) of Sec*

tk<n eighteen tt^s, Township thirty-
 evdit Nort?-, Ksaat fi.iurt.evo <http://fi.iurt.evo> (MJ t
 Ei<t of Tjif- Yfcbrd ".Ml Priaei!i!}l M<H4« iin. ."execnt tie north five (i» acres*; a^r*o all t.f 't! ;U part of Wot Fifty
 -eighth strtt as !*M out in Treitiont R:dge afare-aier.tt{?cr<*.- lyinp txdween the essl 1:i?p p? ict* c-nc f S* and
 ejjrt >S) pro-d-jceil r.< *th and south, and between the f-ys* Sice t>f the s».-ct'. < n >1(») foot public ;>;?f.y-H «s
 laid <<t ;>i ifkrffc* two (2) sad sfw:i «'} ?o Trenton* Ridge aforemeti-ilcncrCr a>o nil that part of 'We*t Sixty-
 (V>,f ^riv", *fr!.*lj of and adioininz- the -srv'tt'} trn< of ^;<*I> "A" of T>wey> Suh-d>;=im of -. 'orthwest
 quarter ."-N. W. *4) 0? «."at.iw< *♦ q:urter 'S. W. Vjvof Seo t';r-i! ei^fe?*** (tSj. Township thbirty-eijrht »;3S)
 NfTitn, llanr* fourteen (14 h Ea*t'l
 ■of tfse TT-<ri'7'lfir« r>p>l 7iTKTdia'n r Seseept, tte Tv-'t't. of Ws-sy of t^e Pif t-btirah., Cin-
 v-i.-t>ati, Chicago and Sr. l,<iii* Bait way
 •Vitolpany), and north oi and adjoining the north line of the ea*t ti>ree hundreil forty (3401 feet of block three 3>
 of the Mihdivteio* of the sooth half <S. %) of thie southwest quarter ?. W. V4i- of Section eighteen TIS> Township
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 16) tu the subdivision of the south half <\$. of the southwest quarter .K W. --i) of Section eighteen IIS), lowtuhip
 thirty-eight I >»rth, Rang* fourteen »ll>, faat of the Thud 'id» Principal Meridian; also all of that part of thr
 south half (S, ».,> of Wet?t Sixty-tint street as laid out, ia F.. A, Cam-raing's Sabtlirisioa of blocks tWo i%) «ad
 seven (7), blocks three (3> and ebc (*), •except the east three hundred forty €t4Q> feet thereof), and lots on<(t)
 and two it), Uoek five j3>, sit ia the wbdviaion of the south half fS. H) of the southwest qturter (S>. W. *) of See-
 tioa eighteen <18», Towaship thirty-eigiit OS) North. Eaoge fwrtea (14), Sect of the Third (3d| Priscipa)
 ITendkia, lyiai* between the west l>a* produced north of lot e*e hnadred forty-eijrht 'll-il aad the east line
 produced aorth of lot »i»ety*f<ir (»4) ia % A. Cum-mii*fr*s Snbttffvision a(epeioenti«SHrd; a.teo all of that p<<.rt
 of West Smy-seood street lying between the west line oi lots oue hundred forty *seven (t4« a>d tfne> hundred
 forty-eight I14\$) produced north and sooth; aad between the *a*r. Hue of lots one hundred *if><i>tn Mt< and
 one hundred aineteett <U9\ prodnced north and south', also all of that part »f South H»»iit<< stenne lyiajt
 between the ««st me of l<<t* ninety-five » W> to one hundred eighteen »li-), both ineUwive. aad t'le we?»t line of
 lots seventy-<<« (7.1) to tiuety-four '941 both is^luiive; and
 •No all of the sister • 1*1 foot north and nouth piiblie alley east of and ad-joiaina: the east Ha* of lot one
 hundred fortr-ej'-ht (11SK sad west of ajid ad-ioiaiaJE the west line of lots niuely-nvc
 to one hundred eis;hteen li<. both .iii li,-.ivf-t also alt of the north snd *ooth pu'dir alley east of and
 adjoining the east line of lot one hundred forty-Seven H 47y; "«n3~ w>M of »*trtjolSTnjpTlie ,v<<-t Jine of tots
 one hundred nicel»»»»u

April £2, 1912,

(119) to one hundred thirty six (ISC', both inctwsive; also nil of the nixtt-rn (16) foot east and weet public alley worth of aiul
 adjoining the w>rth line of nil »» oae hundred thirty-seven »137) u> uiw hndreil forty-six (N*,-, both inclusive*. ai>d eooth
 of and adjoining the *oiith Una of lots one hundred and thirty-Vix (134) ami tme hundred f<»rly>>e »en (147> alt in K. A.
 Cnmtaing'g Subdivision afore-| mentioned; also alt of that part of South Lcevitt street lyinjt between the north tine of block
 twelve (12) produced west, and the south lme of bioek twenty-one (Si) produced west; ahs* all of that part of Sotith Leavitt
 street lying; between the aorta line of block thirteen

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 reduced east, and the sooth tine of loek twenty fSO) produced east ; also all of that part of South Leavitt Mreet lying between
 the north line of block forty-four (44) produced west, and the sooth Hne of Mock fifty-three 1531 produced west: saw all of
 that part of South T-eavilt street lyiag between the j north line of block forty-fire (43« pro-! duceed east, and the south line of
 block ! fifty-two tvt) produced east: also all of that part of West Siaty-foarth. street north of and adjoining the north line of
 the west o>»e hundred twenty-two > (122) feet of bioek twe>ty-o>»e «S1), and south of and adjoining tke south line of the west
 one hundred twenir two (182) feet of block twelve <1*u alio si) of that part of West Sutyfourth street south of aad adjoining
 tee south line ef the east thirty-nre (W) feet of lot twenty-four (54), in block thirteen 113). snd north of and sdroiaing the north
 Kne of the east thirty-five i'3.M fe*t of lot one (1), in Mock twenty (2a}. also all of that part of West Si*ty-*i3tt i street south of
 and adjoioias the south line of lot twenty-four (24), in block forty-four (44). and north of and adjoining the north line of lot
 one (1), in block fifty-three (53); al?o all that pert of Weet Sixty-sixth street south of and adjoining the south line of the east
 thirty-five |3S> feet of tot twenty-four (24), in bloek forty-five, and north, of and adjoining the north lin* of the east thirty-five
 t3S) fee? of lot owe (1), in block fifty-two f.i'2t. also all that part of the east and *e*t sixteen H6) foot public alley south of tod
 adjoining the south line of lots five (*) to nin> i9\ both inclusive, in bloek twelve (12); al-io
 all that part of the east an l we>t rxiecn (16) foot public alley south of and adjoining the south line of lota five (5).

j ■ \ ;iij hi >i.-u.'i }y:.\, i*;u:^ \ ru; * j ,S iMiv;* .on «J tfce iKiriji h*v'i. ■:>». f' s c t

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 t:>] South line of lots one l undred twenty-ii 'nine .<12!> to one lnm.lie-1 thirty-eisnt Viiap.,!. both im-lo-ivr, unl nt*f'ta < ?
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 WfiVi Sixty'ninth plaiv .south of sail at
 .jytoua-r the *>&i>t; tir:e of lot*, four l-uo-
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berth of and adjoining the «orih lene ot lot* live 'jundrcd three l''»03*. to five h&idrel six "»00),, both inclusive; also all of t?iat pait <f the sisieen <l*1 Jfcot east, and west pubic alley south of and adjoining tiro south line of lot-- four hundred ten fiiOl to four liundreJ fourteen 4.414), both ii!elni>i»e. and north of and odjoin- injr- the north line of lots four hundred fifteen (.415} to four hundred nineteen (419), both'inclusive; ateo all of that part of the sixteen MG} foot east and wr*st public; alley south of and adjoining the ionfeh Irne of tot? five hundred four <5:>0t), five hundred live £505) and live hundred six (300 J.. and north of and adjoining the north line of lots five hundred seven -550T), five hundred eight (SO*) and five hundred nine i'!OO); alio all of. that part of the sixteen «16) foot eaat and west public alley south of and adjoining the south line of lot five busdred nvitr-ty-efght ?59'<). and north of and ad- ii>M'!tyrr.t.ii e a I! in Ailerton's Eutrle wood Addition. aforementioned; also all of that part of the thirty (30) foot east and wat public alley north of and adjoining the north line of tot three j. hundred -thirty-one (331), and alao all j of that part of the thirty (30) | foot east and weai public alley ' south of end adjoining the south j line of lot three hundred thirty (330), i faith in F.nglew'.fOd on the Hill" Fourth ?; Addition, heitjr a subdivision of north | th rty-nine and twelve one-hundredth* .i • JillU) acres of northwest quarter CS. : \\\ v* of southwest rpiArter (S. W. >/»); of StcftiOtt nineteen {10}~ Towrwhic j thirty-eight >:«W) North, Rang* fourteen vt). J-jut of the Third i3d) Prinpip*! j Meridian, together with tot "A" in Ragle-}, w«od on the Hill Third Addition; aieo r j!1 of that part of the thirty (30) foot j; ea?fe and west pubtie all*y north of and l' a I joining the north line of lot thrw j: fittndred thirty-one 1.33tj) abo all of j that'part of the. thirty (301 foot east . *n»l west public alley south of and ad-} (omiajf the *outh line of tot three hw»- 1 dre,l thirty f330) in Knglewood oo the 'Hilt Tliird Addition, beta* a subdtvisioa l ot the west half <VV. %) of the sotstlt-i we^t quarter iS. W. ^J) of Section ttio*-l t?+n («!>), Township thirty-ei^ht (38) I Xortlu Range fourteen f 14>, Esst of the i Third *3<t) r*rineipal Meridian. I except I the north th'rty-aioe and twelve one-Htundredtha t39.il <http://t39.il>) acres thereof; said ; ports of said irtreets being farther de-I «eribe<i as the east ooe h«oilr*d fifty- rive and six-ieatha (155.%) feet, xwre or fe*«, of that pert of West Forty'Seventh : place, West Korty-ei^bth street aad West | Forty-ninth place lying between the east j line of South Osktey avenue and the ' we*t line of the right of way of the i*ttt) btr<h. Cincinnati, Chioa^O and St. .Louts Ruilway Company; also the west eiehty-one (91) feet, more or less., of that pert of West Forty-seventh ptace lying between the west line of South Hoyae avenue and the oast line of the right of way of the said railroad; also tho west one hundred and fifty-six (IM) feet, more or leas, of that part of West Forty-eighth street lying between the west tine of South Hoyne avenue and the. esst line of the right of way of the said railroad: also the west one hundred and sixty-eight snd four-tenth* (166,4) feet, more or leas, of that pert of Weet Forty-eighth place lying between the west' line of South Hoyne eveaue and th» east I me of the right of way af the ,4sid railroad: also the west forty-one and four-tenths MM I feet, more or tees, of that part of West Forty-ointb street lying between the w<3t line of South Hoyne evenue and the east line of the

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right of way of s.isd mi:road; aivj tttJfj \veet <file:///veet> aixty-ejght feet, more or km, ot that part of West Forty-ninth place lying between ti»e west line of .South Cloya* avenue aad the east line of the right »f way of the said railroad; also the east two hundred (200) feet, more or Mas, of thai pe-rt of West Forty-ninth »tw#t tying between the east line of South 0*fc»*y avenue and the west line «{ the right of way of tee said railroad; also the west ninety |90) feci, more or less, of that part of West Fifty-first pfciee lying between the west line of Soeih Hoy tie avenue and the east tie* ef the right of way of the said railroad; «,lso the east sixty-eight (63) feet, more •r law, of that part of West Fifty-first utoeo lyie* between the east line of Sewifc Oakley avenue and the west line e-f the right of way of aaid railroad.; Siteo all that part of Warner street ex-tending north from the north line of Wee* Fifty-«cco«d street one hundred SAd tw#oty-lve I IS*) feet, morn or less, and. south of the south line of West Pifcy-fcaoad street a distance of one huadred and twenty-five (lis) feet, more ear Ices; also the west one hundred and Ave (10\$) feet,

move or let*, of that part of West Fifty third place and West Fifty-fourth place lying between the west line of South Hoyne avenue and the east line of the right of way of said railroad: also all that part of South Leavitt street lying between the north line of West Garfield boulevard and the east line of West Fifty-fourth street extended; also the east ninety-nine and three-quarters (99.75) feet, more or less, of East part of West Fifty-fourth place lying between the east line of South Oakley avenue, and the west line of Sewta. Leavitt street; also that part of South Irving avenue lying between the north line of West Fifty-ninth street and the south line of West Fifty-seventh street extended; also all that part of West Fifty-eighth street extending east from the east line of South Irving avenue a distance of one hundred and eighty-two (182) feet, more or less, and west from the west line of South Irving avenue a distance of one hundred and forty-two (142) feet, more or less; also the east three hundred and forty (340) feet, more or less, of that part of West Sixty-first street and West Sixty-second street lying between the east line of South Oakley avenue and the west line of the right of way of said railroad; Also all that part of West Sixty-first street

I
lying between the north line of the north and south lines of the Midway, also all that part of West Sixty second street lying between the north line of South University avenue and the east line of the right of way of said railroad; also all that part of South Hamilton avenue lying between the south line of West Sixty first street and the north line of West Sixty-third street and the north line of West Sixty-fifth street, and between the south line of West Sixty-fifth street and the east line of West Sixty-seventh street; also the west one hundred and twenty-two (122) feet, more or less, of that part of West Sixty-fourth street lying between the west line of South Hamilton avenue and the east line of South Leavitt street, and the east thirty-five (35) feet, more or less, of that part of West Sixty-fourth street and West Sixty-fifth street lying between the east line of South University avenue and the west line of South Leavitt street; also all that part of West Sixty-sixth street lying between the west line of South Hamilton avenue and the east line of South Leavitt street; also all that part of South Leavitt street lying between the south line of West Sixty-seventh street and the north line of West Sixty-eighth street, and between the south line of West Sixty-eighth street and the north line of West Sixty-ninth street, and between the south line of West Sixty-ninth street, and the north line of West Seventieth street, and also between the south line of West Seventieth street and the north line of West Seventy-first street; also the west two hundred and fifty (250) feet, more or less, of that part of West Sixty-ninth place and West Sixty-eighth place lying between the west line of South Hoyne avenue and the east line of South Leavitt street; also the west one hundred (100) feet, more or less, of that part of West Sixty-ninth place lying between the west line of South Hoyne avenue and the east line of South Leavitt street; also all that part of West Forty-ninth place and West Forty-ninth street lying within the right of way of the said railroad; said parts of said alleys - the west one hundred and fifty-five and six-tenths (155.6) feet, more or less, of the east

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and the west line of the right of way of said railroad and South Oakley avenue; also the west eighty-one (81) feet, more or less, of the east and west public alley in the block bounded by West Forty-seventh street, West Forty-seventh place, South University avenue and the right of way of the Midway railroad; also the west one hundred and six (106) feet, more or less, of the east and west public alley in the block bounded by West Forty-seventh place, West Forty-eighth street, South Hoyne avenue and the right of way of the Midway railroad; also the west one hundred and ninety-two (192) feet, more or less, of the east and west public alley in the block bounded by West Forty-eighth street, West Forty-ninth street, South Hoyne avenue and the right of way of the Midway railroad; also the west one hundred and four-tenths (104) feet, more or less, of the east and west public alley in the block bounded by West Forty-ninth place, West Forty-ninth street, South Hoyne avenue and the right of way of the Midway railroad; also the west forty-four and two-tenths (44.2) feet, more or less, of the east and west public alley in the block bounded by West Forty-ninth street, West Forty-ninth place, South Hoyne avenue and the right of way of the said railroad; also the east two hundred (200) feet, more or less, of the east and west public alleys in the four (4) blocks bounded by West Forty-ninth street, West Fifty-first street, the right of way of the said railroad and South Oakley avenue; also the west sixty-eight (68) feet, more or less, of the east and west public alleys in the three (3) blocks bounded by West Forty-ninth place, West Fifty-first street, South Hoyne avenue and the right of way of the said railroad; also the east one hundred and forty (140) feet, more or less, of the east and west public alley in the block bounded by West Fifty-first street, West Fifty-first place, the right of way of the Midway railroad and South Oakley avenue; also the west, ninety (90) feet, more or less, of the east and west public alley in the block bounded by West Fifty-first street, West Fifty-first place, South Hoyne avenue and the right of way of the Midway railroad; also the east two hundred and

seventeen (31.75 feet, more or less, of the east and west public alleys in the two blocks bounded by West Fifty-second street, West Fifty-third street extended, Warner street extended and South Oakley avenue extended; also the west one hundred and five (105) feet, more or less, of the east and west public alleys in the two blocks bounded by West Fifty-third place, West Fifty-fourth place, South Hoyne avenue and the right of way of the said railroad; also all of the north and south public alley and the west thirty-five feet, more or less, or the east and west public alley in the block bounded by West Fifty-fourth place. West Cfarfield boulevard, South Hoyne avenue and the right of way of the said railroad; also the east ninety-nine and three-tenths (99.3) feet, more or less, of the east and west public alleys in the two blocks bounded by West Fifty-fourth street extended. West 1 Garfield boulevard. South Leavitt street extended, and Gage Park avenue extended; also all of the public alleys in the two blocks bounded by West Sixty-first street, West Sixty-third street, South Hamilton avenue and the right of way of the said railroad; also all of the public alley in the block bounded by West Sixty-third street. West Sixty-fourth street. South Leavitt street and South Irving avenue: also the west one hundred and twenty-two (122) feet, more or less, of the east and west public alleys in the block bounded by West Sixty-third street. West Sixty-fourth street. South Hamilton avenue and South Leavitt street; also the west two hundred and fifty (250) feet, more or less, of the east and west public alleys in the four (4) blocks bounded by West Sixty-seventh street. West Sixty-eighth street. South Hoyne avenue and South Leavitt street; also all of the east and west thirty (30) foot public alleys in the four (4) blocks bounded by West Sixty-ninth street. West Seventy-first street, the right of way of the said railroad and South Irving avenue: also the west one hundred and twenty-five (125) feet, more or less, of the east and west public alley in the block bounded by West Sixty-ninth street. West Sixty-ninth place. South Hoyne avenue and South Leavitt street; also the west seventy-five (75) feet, more or less, of the east and west public alley in the block bounded by West Sixty-ninth place, West Seventieth street. South Hoyne avenue and South Leavitt street: also the west twenty-five (25) feet, more or less, of the east and west public alley in the block bounded by West Seventieth street. West

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>ev*"nt)i-0» jiiioc. Soitt;; H<>y»ii} .A .iii-! and South Leavitt <l reef; sig eoiwd hired and indicate*) by the words "To 5* >V>eated" on the plat hereto :;:t;»eln-i?, <*"ic!» p5)t for greater certainty i* here by made a part of this ordinance.

The vacation of those portions of any east and west streets. between the intersection of the said streets and the right of way of the Chicago and St. Louis Railway Company and between West Forty-seventh street and West Forty-eighth street, or lying south of West Forty-ninth street and either east of the said preexisting right of way of the Baltimore and Ohio Chicago Terminal Railroad Company, shall be conditional upon the acquisition and proper dedication by the said railroad or railway companies respectively to the public for use as a public street or alley of the strip or strips of land describe*! as follows:

A North and South Alley not less than 10.0 feet in width between Leavitt street and Oakley avenue, west of and adjoining the property of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, said alley to connect the east and west alley between West Forty-seventh street and West Forty-eighth street.

A North and South Alley not less than 10.0 feet in width between Leavitt street and Oakley avenue, west of and adjoining the property of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, said alley to connect the east and west alley between West Forty-seventh street and West Forty-eighth street.

A North and South Alley not less than 10.0 feet in width between Leavitt street and Oakley avenue, west of and adjoining the property of the Baltimore and Ohio Chicago Terminal Railroad Company, said alley to connect the east and west alley between West Forty-ninth street and West Forty-ninth street.

A North and South Alley not less than 44.0 feet in width between Leavitt street, and Oakley avenue. of and adjoining the property of the Baltimore and Ohio Chicago Terminal Railroad Company.

*t III)

UV-~>*,*(~) i j . . * j .. :>lf.-.v : <<"(,"<~.-:~> ",~f

piat-j; :>,:>; UY-t iiii? v ...

A North and South Alley 10.0 feet in width between Leavitt street and Oakley avenue, west of and adjoining the property of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, said alley to connect the east and west alley between West Forty-seventh street and West Forty-eighth street.

A North and South Alley 10.0 feet in width between Leavitt street and Oakley avenue, west of and adjoining the property of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, said alley to connect the east and west alley between West Forty-seventh street and West Forty-eighth street.

A North and South Alley 10.0 feet in width between Leavitt street and Oakley avenue, west of and adjoining the property of the Baltimore and Ohio Chicago Terminal Railroad Company, said alley to connect the east and west alley between West Forty-ninth street and West Forty-ninth street.

A North and South Alley 44.0 feet in width between Leavitt street, and Oakley avenue. of and adjoining the property of the Baltimore and Ohio Chicago Terminal Railroad Company.

J we?Jr affcy beta Wtr. W>*t lufti Vt'i 5t>*t<t .>t:d We*t Fitfiv?k :>^<^ wir.h ciltli-r |V.-t^ F.f.ii t't *tr><t or. |V<-,t ^r;a;t ;>.:U.:

A Worth and South Alley not t.(,,: tfi.Ofeet its .width heiweft.'U->v|*t' i,tnvt. iUad -Oakley .avenue, Avesf oS si>:l.;td:<iW-; ing the property c* the Baltimore 4 \yh<o- Chteagu Termtn*f 'liair^-Coxn. : }VHn> , .«a.id alley to cr>n heci- -the easi and ¹ west alley between West Fiftieth place and 'West Pifry-tcwt Jfttceet- «lt'») K-M^r 'Wf-fct Fiftieth pi:w.r; . c# W.^r F'fiv-cWt . street.

!; A Korth and South Alley not l>m than 1th-^ fret in width b*twc*-u it--.ivit:s street ilrifid itafchjy avem;e." west; of. and adiv'rr-|;>t«a 'tlic property of the ili'UimorV «>0huo Chicago • Termina* J?.a?lr<iic;.'Coro-|:pnliy, a*;d .*;'ley to- connect t^e ♦a-t and ;>e*t a5|ey ^tween' WeH Fiffv-f>rst ; "tr^ot .Mid VVest .Fifty-first ' pine/wit!* . "i^>"r We-: Fifty-Jirst ;*t:x'. ot Wtil . Ittty-tiMt place.

A Jforth end South Alley uot Itf* j. ^ n¹ JC.fl feet in width ISetweeh 'J/e4vitt street and f^ikh-y avenue,-wot. of xn* adjein -Mug --the property of the. il.i!ti.«tore ;Otno. Chicago i:crtR;n>i .n.t?lro>d' Cfiu-" *P>>>y. said nlk-y to eonnert lite east, anj lkre>t- ;tley south • of West F>?fcv-*e<c*>n-j **str^.- with' We*t Rftyi>'Nji;jd-sr7e<l.

A Jworlb and Seueb Street not ie*s tu*:j [SWl feet in- width between, Leavllt etrees :>>nd iaikk-y Arenue-'west oj*' an-! 9d?<>t}-. !«U' the property' of thi-' JliHim<>^ ^, iJliso Ch><4<;i> Terminal Ka-lr^d tw.-pytjy- ^id'.<\$treel to nmnect t'Sa- ajiey' iiiiOrth of We>t Fifty-fo-jsta pber- witA iU<s< Fit>y-:<>i>rf;(pbee,

' A-Wttrth'and South Stroes rt><t i. v;^..0 f in ivsd! <|>:f<< i; |rav.!« jtrcct *;:il:foy <t>vnu- we*t- of an; } ad wis-tV.f proju'rty of the JB4?tti6-)re & CtUU) C'L:i^'g-*> 'Termiu.li' <http://Termiu.li> r^il'-H'd c.^v.,

to es reni; "f3?mrt

|.H-i'tl' ' of UV>* Jv.ty- f.-ur;: (- s-s-[jftt (h? i-strfh lift.- ¹ o* UVtf .F?:.y.-f>fr I'street.

i ivj'tvisjif i) Bvrsi.vicv?-

An East and West Alley cot lei* than MM) feet in tftutli, feouth of and'adjoining the mrlh <.'>> 55 ■■ actes of the- southwest quarter *R> W. Ul of the: northwest Quarter iX- W, *of feciton cightcvi'i =;H). Township thirty-eight CSi XOrth.' range fourteen U*), East Of the Thirdi ftdl Principal Meridian; sail alley t<> esten',1 from the east line of i>ikVy arenue to the west line of the north and smith al'r e;t>t of:0>>feley avenue.

A North and South Alley not tep* tliAn iCA> ie<< ic width between Leavitt street acd ¥lK>yne arenue, east of and adjoining the/ property of the. Pittsburgh, Cm-eiwiatt. El;U<.yo and St. torn* Railway CoiRpaiiyt »ud~ aFey tn t-connect the east and west a«Scy between West : Forty-ninth place and West Fiftieth street with e^ib>>: West Forty* ninth place or Went Fiftieth street.

A North and Sooth Alley not less than iCSo feet in width between Leavitt street and lloyne avenae, east of and adjoining the property of the Pittsburgh, Cli-cinnart. tUecero and St, Louis Railway Corttpatty, sjid a Ley to connect the east and west alley between West fiftieth street and West Fiftieth place with either West Fiftieth street or West Fiftieth place.

A North and South Alley not less than 26 0 feet tn width between Leavitt street and Uoyne arenue. east of and adjoining the property of the Pittsburgh, Cin-ciiieati. Chitagw and St. Louis Railway Cfrn^avty, ,s;iid alb-y to connect the east and "w<=5t alley between West Fiftieth place and West Fiftv-first street with either Weit Fiftieth place or West Fifty-first street.

A North and South Alley not leu than :o.e feet tn width between Leavitt street and Hoyne avenue, east of and adjoining the "property of the Pittsburgh, Cin-eicnatS. Chieago and St. touts Railway Comjwey, a-iid alley to connect the east anil weji'aSJey between West Fifty-first street and West Fifty-first placer with either WV<t Fifty-first street on West Fifty-ticst ptew. "

A North and South Alley not le*s than *f>.o feet in uidth between LeavUl street and Royi>e avenue, east of and adjoining the projwiy of the Pittsburgh, fin- emnati, Chicago and St. Louis Railway Company, said alley to connect the east and west a!lov between West Fiftv- \ third pUee and West Fifty-fourth street t with either West Fifty third pUee or Weit Fifty-fourth street.

A North and South Alley not leas than 16.0 feet in width between Leavitt street and llayue a.rcmte. east of and adjoiaittg tbv property of the. Pittsburgh, Cin-♦ hmal. Chlesgv and St. Ixkiw Railway Company,said, alley to connect the east and **<t alley between West Fifty-fourth street aad West Fifty-fourth pU.o- with either West Fifty-fourth street or West Fifty-fourth place.

A North aad Sooth Alley not less than 18.0 feet, in width between Leavitt street and Hoyne arena*, eist of snd adjoining the property of the Pittsburgh, Cincinnati, Cairago ami SJt. Ijaum Railway Company, said alley to

extend from the M>uth lis* of West Fnty-fourfcto place to the north line of the east aad w«st alley between West Fifty-fourth plaee and West Fifty-firth street.

A Nerts and Seuth Street tsit nu3 than 2S.C feet in width between Leavitt street and lioyae avenue, seat of aad ad. joining the property of the Pittsburgh, Cinnuaeii, Chicago aad St. Leufe Railway Cotnpany, said street to extend from the soufk line of West Sixty -seventh street to the north line of West Seventy-first street.

All the dedications berala uMda and provided for ***H be shows upon a plat or plAts te be pproperfy executed sad acknowledged by said Plttebuigh, C4n-etnnati, Chicago aad St. Loufe Ihsilway Company, the Eagle Wood Coaaeetdug Railway Company, the Battixnore & Ohio Ch'eago Terrain*) Railroad Company sad the Cawn Stock Yard a«d Transit Company of Chicago respectively, and «!ed «ith the Recorder of Deeds »f Cook County, Illinois, within six (6) raoetos * Irotn the date of the acceptance of this j ordinance, and such vacation of any part of any street or alley shall not he ia force aad effect natal such railway and rwilrond companies respectively, bare acquired by purchase or otherwise, all the property abutting oo any awe a part, to be vacated, of said street or silky: provided that properly executed and acknowledged plats showing the vaeationa of the various streets and alleys, and parts of streets and allays, herein provided for, shall be filed fox reootd la lh? office of the Recorder of IX«da of

Coofc C^uirty.lIbuoia.

*Yovided, however, that in e«*e of the railroad and railway eotnpnniw tatsn-*

April 22, 1912.

VNi'iNlsliaii Ctiavcs.s.

i;j.n--e passed Mar<[-; 2^w, A, 0. ::h*2. t uhVhcd ca pages WS* ft L'tSfi. bwf.h MH'iitiAr. <d the Conn- 1 l'; 'N- er.d.fisf* of tlx- t-ty Of ("hiv^go for ve«r S<nil-1W)2, and the ordinance passed December A. 1), I'.HIT. and pit. l;:4.ed yo p*2*»s '.*«' ami 3.>W, of t^c CorimiS Jr J-

turned i,o this ordinance shall fsis to :ic> quire tits property required hcrembf.ir< i; to be dedicated, within sil\ tG,i Monthi after the arreptarx.'e of thi« ordinance, then the same shall (>e condemned hy tM City or Chicago for stnt pi»qnK<*s ail tho compensation or damage awarded in and ail other expense of litigation that, way be incurred in such coudeminttiul proceedings, shall be p*id by *»:d rail-way aad railroad eoropanfc*, and said railway and railroad cOmpsnte* shall bar* the right to take part in aaid condemnation proceediags in l*hs!f of the*

such proceeding, including court eo>t* | in?* i,t }>:<; City of CfrMi»£,i {o? r>/> ye*r

IW-7-lfiflS AffiT t.le I lilt' Of r't'b

agf(>jrr)*ifl or agreement.? l.y s>-.*el com* panics tftis ordinance -Sjiail not be ma-t-T.a:ly madtlicd or amended unlr** said company or companies shall fcc in dV-fault in the performance- oi the, -o■ .eral matter-i and thing; required f.iy th.*-; or-

cfty by counsel especially employed by di(innee and undertaken. t;> t> d-iy- hv it, end shall have the right to have

:| f mn-h agreement, witnesses that it may nam 1 called to [testify in eaid condemnation proceedings Tl'v failure or default of au? 4 s ii i It shaft be the duty of a*d railway and ? -nunpsniea to file such agreement er misread eoeaparxiee mentioned in* this * agreements, within the time liv-rca fim* ordiinaee to give i.ntee in. writing tnj j »tcd ahaII not void or impair aay of the the Corporation Counsel of the Citv of * rights hereunder of the several railroad; Chkttfo of all eases where -raid com- t »««d railway companies wk«V;?i s'wil! h^ve

Pled thi-ir. agreement or agreement*, a* hereinbefore specinVil, >.l> Nn':g as they «t:still perform the matters, and things expressly required of them by this or-

mitttee have fatted to acquire the property barein rrequired to be dedicated for street purposes, end «a»d condemnation pru-i eeedhsgs. Anal! taertupor* be started by the Oerporatton Counsel of the t ity of \ dips nee,' Chicago to condemn the pmpertv heielo \

requim for street purpose.\ * ~L ^ *ai j***9* ^doiwe*

Swaaosi 18. Tti* ordineuce shall ordinance are hereby r>pcaled. take alrect ironi and after tt« pai^age, | i »n conflict with the provisions of Ou*

approval and publication; pro/tded, how- 1 Nothing in this oKknarcro crciraioci ever, that it shall be null and void as { shaH be a watver or mrmvAtr of the to the Pittsburgh, Wocatoaki, Cdtioago and i police power of the City or be taken St. Louis Railway Company and the | in any way to dvprtve tr:e City of ft* Kwgiewooil Connecting Railway Company i right to properly e.ver(.5*e s«>Ji power. witleM said railway companie^ihall with- *,'

MISCELLANEOUS BUSINESS,

in sixty /SO) days from and after the | passage and approval by the Mayor of » this ordinance, hie throuRti their duly | authorfeed Officers with the fdr Clerk; ' of the City of Chicago, their rApeetiv^ j whervby they shall urHlertake to do and i whic-js -mis m motion, *fc»ly

t m i^i^whi* nf«tNT.5« afWMMrmdf, ,iliiat>{moiji ^:(tf am.

fiP^fL. 0! *?Tm*1t*:. d",y,M^lItfd; J <t<-d the foJiw?u- ^

tjmj: rxtxn job tite ntnt km.; i.m;
perforin all the matters and things re- t quired of them by this Ordiiwnre; and !^ 'fi<-:<->ket, That alt n:ifter< nt
ua» ■jirovided further, that thj^ ordinance ■>i*ji<,"»f»i t i^iitf*-1 rx*w f, <:^'ij'!' ; fv'.Vn' shall he null and void
a* to the Haiti- \ rh-< t'onueir t»e r<-^*»»n: t»; ? t^e ma»e & Ohio Chicago Terminal Radroad ; ff*jK»'tve
eounitieev from w?>er.ce Oompany nless said railroad company- f ^4»y ♦.ttjio. aad t'«at all ordfiwr.rc* *u?>-
ahall file within the same time and »n • jmt'tal Ly th«* Ri^rd of Irojpr*»»ve» the same manner Its agreement duly
exe- ■] >:,».f> and una- [a-n»lifijr tief<:^ t!:i» (*i ; i cuted, whereby it shall undertake to do / t.-j. n^^uiddtted
to'рте >.ud PK-inl.. and perform all the matters and things required of it by this ordinance.

The Union .Stock Yard and Transit Ceuipeny of Chicago has already under-" ■ AKL Cielwrt pr*-*&:!Y.1 ,iU
utl^ux taken to do and perform all the*matters : providing ihn th<* it. \t frg«"<ir tn - t-aad things required of it
bv this Ordi- J >u_r» «»»» Hh» Co?ittci5 to !:cM oft<r the nance, by its acceptance of the ordi- i «cs«U.r meetbn-
iwU .Mor.day. Afrtl

Exhibit B 1928 Ordinance (attached)

rage i or i

JOUITiv r^CITY CODNCJ-Jj,

kewiel.. Smith. Mink., Kuimll, SeIT. NUHser, Mills, Aclnm-
owski. T. i. -Bowler, Craw*, Lu earlier. IrVisimbuu.
Nelson. Hoollen. Miisseu, l-Vanliliniiiiir. Most--15. 'Says-None.

Proposed Knacliieill (if Li-ll).Hlnt«Hi for tho Heyulation of I he Kusiness of J^Ti.sinu mill lli-ntiny Automobiles.

The Committee cm Judiciary and Special Assessments submitted the following report:

L,nn': «i(i. .Inly 11, WJH.

To the Mayor and Aldermen of the City of Chicago in Ciitf CfUiuil Assembled:

Your Commit lee on Judiciary am! ■Special Assessments, to whom w:m rel.'iroi iAn'i) l-. UI-IS. page VIII r jin order in the matter of proposed einielinenl. i'i legislation for l lie rcplar.ioi! or the
business nf leasilL:-' and rentim,- avi(i:in!>IU:_s. having: had the -'me under uiivi.-.'nu.'iit. be? lotuv to report and recommend that iiiiiil order be placel on lHc.

Respectfully submitted,

(Simed! Oscar F. Nki-sok,
Chairman.

Alderman Nelson mnv?ii to concur in said report.

No reuuest beina made by any two Aldermen present Id liefer consideration of said report fur final action thereon until the nest regular .nieetinsi. nnd the question being put.
The motion pi-pvailH-l.

TRACK EI.KVATION.

Oiii-iiiiio i Western Indiana It. Il. Co. and Other Huilrnad Companies: ilequircmrnt. fin- the Klevnliuui of Certain Railroad Trm.'iis.

'l'll' lliir:ill!• on Track Elcvaficui submitted a report roi.-omrti"ndinj Mm passage, nf mi ordinance submitted f.hnrpwiHi aulhm-izine and rQiniil'i'na the Chi-i.'ii-" and West'i-i-n Indiana Haiii-oiid Company
iiiiil other railroad companies lo elevate the plane of eoriain nr their tracks at West Tilt!) street from South Wood slii-d lo Columbus utomie. iiiiil from West iMJti street Lo West 87th street.

Alderman Toimii moved lo concur m said report mid f,n pass said ordinance.

N" reouest. ■* ■■ inir made by any two Aldermen firo^ent

Lu 'Jj.'fi-r i:iiiiidof:i?ion {if said n;]iorl. mnr rimil aftlion

thi'i-f-n nnl.ii I ho r'.iiiiilar iiiietiri", and 111o ques-
tion hciiiiil- put. Mo.' v'Ar: lhoreon was us follows:

Y<-tix-Ci.ni^iit.h.n. AtMh'f-hon. .l3if:lc?"iri. r.cnii^oii. <^'i'tj:s-
m:in, tTiiiTri-iy, Wooillml), MoyHnna, rinvirr, llownn.

W'ii.-itn. llnrlio'fl. .M.->iinrm;-_li, [lyrin:. Moran, flitij,\

11>jiri. Mi/Kiihiy. T>in;in. Ai'vi-y. .1. H. Hnwh'r,

smlii, Van lo iiiiii. M;ijyioi(-. A. .1, H'Tmii. Hliirk. Ad;nn-ki'i-i'y., Smith, 1'i-lhik, Knjntil. SorT. Si3?z?i:-\ Mill.-. Aihlrns-uvvki. Hiiifja T. .1. I.V".vlor. ilruwi'. I.iii^rii.-r. F^hL'i'ilimU, ll:ipl!«ii, Mil.11, l-'rankhairri', \jo^t., iVtiils-Nnne,

'S'n' inll.twiMi: i.< yaid iM'finrin*.: as pa/ff'-il:

AN ORDINANCE

Authorizing and remiiring Hie- Ohicairo and Wunlern Indiana Railroad Company., the Belt Railway Ciyn-putty of Chicago, Hie \Vahu51< file://Vahu51> Railway Gompany, The Pittsburgh-. Cliiirliinati. Cjii«aj.o. &■ Si;., touis Kadroud Comjiaiv. 'l.Miii Baltimore amJ. Ohio' Clii-cngo Terminal Itailruad Conf'ljaiiv, imdTht; Haiti-more ami. Ohio Connecting Ilailronn" Oomnnny. re-apectively. In elevate the plone of certain of their railwiy tracks within the City of Chicago, '

Be it ordained by the City Council of the Cit/i of Chicago:

Skmion 1, Paragraph 1. That the Chicago-an"" Western Imliana Hailro.ut Company., Tho ljult' ftaii-■ wlv Company of Cbicagu. the Waliasli Hulway-Coiri.-i priny. The PllMhui't'i, Oinnfniait, Oliitnjo^ St. iLouls-fUitriad Company, Tin; Baltimore-n nnd Ohio: Cli.i^a. ca=0 Trnrtmal Hairooil Company, and The. Ballihipro and Ohio Cnnnectms Hailroad Company are eucli'j'd-snect'ively. lierehy requirait and autorizud'to slevatii 111""', plane of certain of llieir roudwlws unit- tracks within certain limits in tho Ciyy (if Cliir.ago: in llie, iibiuh:-, ' and uj'ou liii» cimitiitorts hcreinafcr:- spd-. cilled, that, is to say:

Paragraph i'. Tho- Wahaui Kailwv Company: shall t'luvale its roadbed' and -tracks between',the west, lini' of South Wood street on the east and the wc?i line or South Western avenue on the ieit. -in such a maime- ai to comply with the provision!:"of thi.- ordiianee insofar as i-otniiiona are inposej upots thu said Wabash Railway Company.. From the west line of Soul.b Wood, street the tracks' .of .=ai.] Railway Company shall exr'.eifi weslo'ly on substantially a lewjl grade to a point on tlni wiisl./liui. of South Dniuen avenue, where the eiiiyaloii of _the top of rail shall be not less lhrn 38.5 feet, above City datum: from the west, line of Soxilti Darnon avenue the tracks shidl descend on a suitable'grade' la elevation 31.3 feet at (he crossing, of the: tracks of The Pittsburgh. Cincinuti. Chicago aaid^St. Louii ll.'iliniul Cfirniipiuy. The Drill inioie aini Ohio Chica'gn Terminal Hailmad Ciunpany. nnd The Baltimore'and Ohio fjinnectin; Railroad Company. ;' thence.'said tracki jhali rise on a suitable arailo to the east, line of South Western avenue where t.lit-ir elevat.-'Ouiihtill be not less than 3M.il <http://3M.il> leet above City datum: tbiVricc said tracks shall rros? ijouh Western avenue at nn ck-vation of not less than afl.5 feet, above City datum to the wept line of said avenue; thence the tracks may doseud on suitable mid convenient grades 'to connections: with existini; tracks.

Paraitiafah 3. The Chicaw and Western Tndiana ltnitr^inl Ct.'upaiiy and The rteli ItaiKvay Con^pauy oi' Cliienijo ■■■i'.ll olfviti' lndr nnnllieit-' and. tracks between the west line of South Wood street on tho east, and the northwest. lim- of Coliiniu.'. nveiuie, 011 the west in such a niinnnr :if. t.n empty witi-thn provisions of this ordinance. insofar as conditions ■ ari; inipis:ilil Lipim the said CbicarsO and Western Miihma RailrnmI Company ami. Tim Hell Hailway Company of C-hicalJO. l.'roni fin.: west tine of South Wioil street l.h<s tracks of said Haili-iHui mid Hailway Couiupuies sluill litoml westerly on sulistanliffily n level eride to a point on tin; west line of South fJaioen avenue, where the elevalinii of lop of rail shall be ut le^'s ilmr* StSji feet above City datum; from the west, line of Stout li Damon avenue' the tracks shrill descend on a suitable (trade, to i:li'vallOii :-il.n feel at the eitfinsins of the tracks Of The Pittsburgh, Ciiieirsnai, Cluuapn imil St. Couis thilii:'nl. Coiipiuy. The l.lntiuiore and Ohio Chir.ngu l'.eniiniil -fetiUiaed rntnnany, and^Thu-anliiane jawl. .Qhitt. CoriMi-elim. l'liitmad Conipny: thence said; track;

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RfiPOrTS OK COaiailTKKS.

i shrill rise- on- :\ suitable grade to the east line of South Western avenue where their elevation shall lie not less-Uiin. aS.f) feci, ubof'u City duLum; thence sa«f' tracks shall cross South Western avenue at an elevation of not less than 38,3 feet, and shall continue in a westerly .direction on a substantially level grnile foi'. a fli>:jjiic<:e Of about. "1,030 feet to the northwest Jirni of Cofmntius avenue, where the same elevation of apt less than 38.5 feel, above City datum shall ijo maintained l.beiniii the elevated roadbed and-tracks may descent! r>n suitable and convenient grades'to connections with existing tracks.

Parairapli ■<. The Pittsburgh, Cincinnati, Chicago & St. Lotus Rniiroa4. Company shall elevate its roa<lt>wi-and'tracks between the south line of West G9111: street on the north and. tho south line of West

j tJ7tta "street on the south, in such a manner as to omumpy-wilLi the. provisions of this ordinance insofar l as condition;-:;j-< imposed upon su.id Tbe l'ilshu'rtrh. Cincinnati. Chicago it St. Louis Railroad Company. Kriim llia south line of- West Sixty-ninth street the tracks of said railroad .-company shall extend southwardly: on substantially a level £;nde to the south line of,West Seventy-third street where the elevation-of-the top of rail shall- be not less than '17.0 feci; above. City (atum: from the south line of West SeViinty-ibii'cl street the tracks shall descend on suitable era'des to nlevelmn. of 31.5 feel ni, the crossing-of-tbC:trac>-s or 'the Chicago ami'Western Indiana Railroad. Company. The Do lf Railroad Company or Chicago and the vV»bnsh Railway Company: l hence eaid tracts shah ascend on suitable crude.- lo flu: north line of West Seventy-ninth street where their elevation shall be not less than ifj.5 feet above City datum; thence, said tracks shall ascend -cm required gradients' lo an elevation, not less than -40,5 feet at West 'Eijhty-thi.nl <http://Eijhty-thi.nl> street and' not less than 5tt.il <http://5tt.il> feet at Uio south line of West likdily-seveull street: fi-pni. the south line, of West Eighty-seventh street the- tracks may descend on suitable- and convenient gradients lp a connexion with the present tracks of said railroad company.

Paragraph 5. The Baltimore and Ohio Chicago Terminal Railroad .Company shall elevate its roud-bed,-ind' tracks, from the south line of West Sixiy-

■ ninth-street on the north to the east line of South Western avenue on- the south, in such a maimer as Lit comply Willi (he provisions of this'ordinance in-sofar as conditions are imposed upon siirt The Baltimore and-' Ohio Chicairo Terminal Railroad Company. 'From the 3otil.li <http://3otil.li> line of Wijsjl SMsty-uinU street the tracks of said railroad company shall extend southwardly on substantially' r: level grade lo the'sooth line <v> West Seventy-third street where the elevation of the- lop of rail shall be not less than 37.0 fool above.'City datum: fi-nrii the south line of West Seventy-third street the trucks shall descend oa-suitable izrarto to elevation- 31.!)> feet at thecrossings of the Track's of the Chicago and Western. Indiana. Railroad Company, The Bell, Railway Company of Chicago, nnd the Wabash Railway Company ;■ thence said' tracks shall ascend on suitable fcr. ailes In the north line of West Seventy-ninth street where the lon of fail elevntion shall be not 'less.;than 40.5 feet above City (atum; thence said (racks Ehall ascend on suitable grades to a connection with the present elevated trucks of said railroad company at the east- line of South Western avenue.

Paragraph 6. The Baltimore and Ohio Connecting ltiiliioinl Company shall elovato 11* roadbed nnd lvack¹ firon ilis connection with l.tu; tracks of Tlie Baltimore and Ohio Chicago Terminal HaiiEfiuulCoitr.. " . natlyTSiaFWeit;eeventy-fd«rth street, extended, on the north lo the south line of West Unfilly-sKvcrith street on the south, in such a maiuer ns to comply with, the provisions ol" lh'ts ordinance, insofar- as eon-dil.if.M5 are imposed upon said The Baltimore and Ohio Cwniectmg Railroad Company. From its said connection with tin: l.racks of The Jjiiltiinor-e ,uid Ohio Chicago Terminal Railroad Company, ttie traeli.> of The Baltimore and Ohio Comeie.i on Railroad i;.,i-i-pntiy shall' descend on suitable (fnides lo elevatioit 31.a feel, above City datum at the' ei'osH:iii^<; of trie tracks of the Chicago and Western Indiaon Ft.ul-road Company, The [Jell Railway Company of L'.Ui-Ciltro. and the Wabash Rriilway Company, l.tietiee said tracks shall ascend on suitable grades to the north line of West Seventy-niuth street where the top of rail elevation shall ho not less than iri.:i feet above City datum; thence said tracks, ^hall ascend on renuircd gradients lo an eleviitimi of not less than lii.5 feel, at West Righty-third sl.reol and not less than 50.0 feet at lbs south line of West TCIahty-scventh street: tticnco said tracks shall descend on a suitable and convenient erinlonl, to a connection witi the present tracks of said railroad company.

Paragraph 7. If the railroad and railway companies herein mentioned shall agree to eliminate the railroad crossing at County-Office and... they are hereby authorized and empowered to do in such manner and upon such terms and conditions as they may now or at any time hereafter agree upon: provided, such agreement shall in no wise change the specifications, instructions, or those establishing the grades and elevations hereinafter specified, for subways within the limits suited in this ordinance.

Paragraph 8. The railroad and railway companies hereinbefore mentioned are hereby authorized to make such changes in the position and alignment of their main tracks, side tracks, wye tracks, turnouts and switch connections as may be deemed necessary by said railroad and railway companies in carrying out the provisions of this ordinance, and said companies are hereby authorized and required to construct elevated embankments, in accordance with the provisions of this ordinance, and to construct and operate tracks thereon, upon their respective rights of way now owned or which may be acquired by them within the limits shown in green lines on the plan attached hereto and made a part of this ordinance, a copy of which is on file in the Office of Public Works of the City of Chicago; provided, however, that the foregoing shall not prohibit the construction of embankments and the construction, maintenance and operation of tracks thereon outside said limits of said rights of way where said tracks will not cross or tie upon any public street, avenue or alley. Said tracks, constructed within the aforesaid limits, shown in green lines, shall be carried over any intervening street, avenues and alleys in the manner herein specified; provided, however, that all loss, cost, damage and expense of every kind incidental to the extension of any bridge, or the lengthening of any subway or the approaches thereto after the initial unit thereof shall have been completed in conformity with the terms of this ordinance, in addition to all other loss, cost, damage and expense of every kind which may result from such extension, shall be paid by the railroad or railway company or companies.

SECTION 2. Paragraph 1. The elevated roadway shall be constructed of a material that is of a permanent character.

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character and sufficiently substantial to bear the loads to be imposed upon it. The side slopes and lateral dimensions of said embankments shall be determined by the natural angle of repose, of the materials of which said embankments may be constructed, but wherever it may become necessary for the purpose of keeping said embankments entirely within the lines of the rights of way of said companies, such portions of said embankments at all sharp points shall be kept within said right of way line by retaining walls of concrete cribbing or masonry; provided, however, that wherever any retaining wall is constructed of insufficient height to properly protect said rights of way and to prevent trespassing (hereon, such retaining wall shall be surmounted with a suitable fence or railing; and wherever such retaining wall is not required to retain such embankment, said rights of way of said companies shall be fenced or otherwise properly enclosed in compliance with the ordinances of the City of Chicago relating to the fencing of railroad tracks.

Section 1. Paragraph 1. The elevated tracks shall be carried across all streets in which subways are; hereinafter provided for, on suitable bridges of not more than four spans whose superstructure shall consist of iron, steel or reinforced concrete, or a combination of the same, with some suitable device provided that shall prevent storm water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath.

Paragraph 2. The said bridges shall be of the so-called "ballasted type", and shall be supported upon abutments of concrete masonry, or upon abutments and rows of iron, steel or reinforced concrete columns braced together laterally and erected on mid anchored to masonry foundations constructed within the lines of the rights of way of said companies; as provided in the schedule of subways herein contained; provided, that, the foundations of retaining walls, abutments and piers may project a reasonable distance beyond the lines of the property of the companies to the surface of the public highways and sidewalks.

Section 1. Paragraph 1. The Chicago and Western Indiana Railroad Company, The Helt Railway Company of Chicago, and the Wabash Railway Company shall construct subways where said tracks are intersected and crossed by South Dearborn avenue and South Western avenue.

Paragraph 2. The Chicago and Western Indiana Railroad Company and The Helt Railway Company of Chicago shall construct a subway beneath their tracks where said tracks are intersected and crossed by Columbus avenue.

Paragraph 3. The Chicago and Western Indiana Railroad Company shall construct a subway where said tracks are intersected and crossed by West Seventy-first street, West Seventy-third street, West Seventy-ninth Street, West Eighty-first Street and West Eighty-seventh street.

Paragraph 4. The Hallam and Ohio Terminal Terminal Railroad Company shall construct a subway where said tracks are intersected and crossed by West Seventy-first Street, West Seventy-third Street, West Seventy-ninth Street and West Eighty-first Street.

Paragraph 5. The Pullman and Ohio Terminal Terminal Railroad Company shall construct a subway where said tracks are intersected and crossed by West Seventy-first Street, West Seventy-third Street, West Seventy-ninth Street and West Eighty-first Street.

Section 2. The subways hereinbefore referred to in Section 1 shall be constructed as to their location, dimensions, location and other details, in accordance with the following schedule:

Subway in South Dearborn avenue under the track of the Chicago and Western Indiana Railroad Company, The Bell Railway Company of Chicago and the Wabash Railway Company, (Street 60 feet wide.)

The elevation of the floor of the subway outside of said subway, to points not less than 10 feet beyond the portals thereof, shall be not less than 5 feet above City datum. From such elevation the approaches shall extend on a grade of 3.1 feet in 100 feet to connections with the surface of the street.

The elevation of the curbs in the subway and adjoining the roadway outside of the subway, to the point of curvature of the vertical curve at the foot of each approach shall be the same as and uniform with the crown of the roadway.

Width between walls of subway 16 feet. Width of roadway in subway 46.0 feet. Width of sidewalks in subway 10.0 feet each.

One line of columns may be placed in each sidewalk space immediately inside the curb line; one line of columns may be placed in the center of the roadway to support the superstructure.

Clear headroom not less than 13.5 feet.

Subway in South Western avenue under the tracks of the Chicago and Western Indiana Railroad Company, The Bell Railway Company of Chicago and the Wabash Railway Company, (Street 60 feet wide.)

The elevation of the floor of the subway and of the roadway outside of said subway, to points not less than twenty (20) feet beyond the portals thereof, shall be not less than twenty-one and five-tenths (21.5) feet above City datum. From such elevation (the north approach shall extend on a grade of 3.0 feet in 100 feet to connection with the present surface of the street, and the south approach shall extend on a grade of 3.0 feet in 100 feet to elevation 27.5 feet above City datum. From this point, to a point south thereof where the elevation of the pavement in Smith Western avenue is 27.9 feet above City datum the surface of the roadway in said avenue shall be adjusted by the Wabash Railway Company (to the satisfaction of the Commissioner of Public Works and improved with pavement of the type in place in said roadway at the time of such adjustment or with granite block pavement, as the Commissioner of Public Works shall decide.

The elevation of the curbs in the subway and adjoining the roadway outside of the subway shall be the same as and uniform with the crown of the roadway. The face of the curb in the subway and adjoining the roadway outside of the subway shall be the same as and uniform with the crown of the roadway.

Width between walls of subway 110 feet. Width of roadway in subway 70 feet. Width of sidewalk, in subway 10 feet each.

One line of columns may be placed in each sidewalk-space immediately inside the curb line, and one line of columns may be placed in the center of the roadway to support the superstructure. The face of the curb in the subway and adjoining the roadway outside of the subway shall be the same as and uniform with the crown of the roadway.

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; the face of the curb in the subway and adjoining the roadway outside of the subway shall be the same as and uniform with the crown of the roadway.

Clear headroom not less than 11 feet.

The sewer located approximately on the center line of the roadway may be changed or altered in a manner to be approved by the Commissioner of Public Works to permit the construction of piers to support the line of columns to be placed in the center of the roadway, providing any such change shall not reduce the capacity of the sewer.

I The sewer located approximately on the center line of the roadway may be changed or altered in a manner to be approved by the Commissioner of Public Works to permit the construction of piers to support the line of columns to be placed in the center of the roadway, providing any such change shall not reduce the capacity of the sewer.

Subway in Columbus avenue under the tracks of the Chicago and Western Indiana, Railroad Company and The Belt Railway Company of Chicago (Street

• 50 feet wide.)

The center line of Columbus Avenue Subway as located in this ordinance is established as follows:

Commencing at a point in the east and west center line of Section Twenty-five (S¹ V²). Township Thirty-eight North, Range and Thirteen

f. 131 East of the Third Principal Meridian, flank J County, Illinois, a distance of Two Hundred Thirteen and Ninety-four Hundredths (213.114) feet east of the North and South Center Line of north-east one-quarter (if "13. VI" of said Section Twenty-five. (251, said point being approximately One Hundred Eleven and Sixteen Hundredths feet (111.6) west of the intersection of original southeasterly line of Columbus avenue with said east and west center line: thence northeasterly on straight line makes 311° 11' with said east and west center line of Fifty-three Degrees (33° 11' Eight Minutes 11"), a distance of one hundred forty-one and eighty-seven hundredths (141.87) feet more or less to an intersection with line one hundred thirteen and five-tenths feet (133.5) north of and parallel to said east and west center line.

The elevation of the floor of the subway and of the roadway, outside of said subway, to points not less than twenty feet (20) beyond the portals thereof, shall be not less than twenty-one and five-tenths (21.5) feet above city datum. From such elevation the approaches shall extend on a grade of 3.0 feet in 100 feet to connections with the surface of the street.

The elevation of the curb in the subway and adjoining the roadway outside of the subway shall be the same as and uniform with the crown of the roadway.

Width between walls of subway 110 feet. Width of roadway in subway 70 feet. Width of sidewalk, in subway 10 feet each.

One line of columns may be placed in each sidewalk-space immediately inside the curb line, and one line of columns may be placed in the center of the roadway to support the superstructure.

Clear headroom not less than 13.5 feet.

Subway in West Seventy-first street under the tracks of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company and The Baltimore and Ohio Chicago Terminal Railroad Company. (Street 66 feet wide.)

The elevation of the floor of the subway and of the roadway outside of said subway, to points not less than 20 feet beyond the portals thereof, shall be not less than 20 feet above city datum, from such elevation the approaches shall extend on a grade of 3.0 feet in 100 feet, to connections with the...

f surface of the street.

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The elevation of the curbs in the subway and adjoining the roadway outside of the subway, to a point of curvature of the vertical curve at the foot of each approach shall be the same as and uniform with the crown of the roadway.

Width between walls of subway 10 feet. Width of roadway in subway 16.0 feet. Width of sidewalks in subway 10.0 feet each.

One line of columns may be placed in each sidewalk space immediately inside the curb line and one line of columns may be placed in the center of the roadway to support the superstructure.

Clear headroom not less than 13.5 feet

Subway in West Seventy-third street under the tracks of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company and The Baltimore and Ohio Chicago Terminal Railroad Company. (Street 100 feet wide.)

The elevation of the floor of the subway and of the roadway outside of said subway, to points not less than 10 feet beyond the portals thereof, shall be not less than 20.0 feet above city datum. From such elevation the approaches shall extend on a grade of 1/20 feet in 100 feet to connections with the surface of the street.

The elevation of the curbs in the subway and adjoining the roadway outside of the subway, to the point of curvature of the vertical curve at the foot of each approach shall be the same, as and uniform with the crown of the roadway.

Width between walls of subway 10 feet. Width of roadway in subway 16.0 feet. Width of sidewalks in subway 10.0 feet each.

One line of columns may be placed in each sidewalk space immediately inside the curb line and one line of columns may be placed in the center of the roadway to support the superstructure.

Clear headroom not less than 13.5 feet.

Subway in West Seventy-ninth street under the tracks of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company, The Baltimore and Ohio Chicago Terminal Railroad Company and The Baltimore and Ohio Connecting Railroad Company, (Street 100 feet wide.)

The elevation of the floor of the subway and of the roadway outside of said subway, to points not less than 10 feet beyond the portals (hereof, shall be not less than 20.0 feet above city datum. From such elevation the approaches shall extend on a grade of 1/20 feet in 100 feet to connections with the surface of the street.

The elevation of the curbs in the subway and adjoining the roadway outside of the subway to the point of curvature of the vertical curve at the foot of each approach shall be the same as and uniform with the crown of the roadway.

Width between walls of subway 10 feet. Width of roadway in subway 16.0 feet. Width of sidewalks in subway 10.0 feet each. One line of columns may be placed in each sidewalk space immediately inside the curb line and one line of columns may be placed in the center of the roadway to support the superstructure.

Clear headroom not less than 13.5 feet Subway in West Eighty-third street under the tracks of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company and The Baltimore and Ohio Connecting Railroad Company. (Street 100 feet wide.)

Ohio Connecting Railroad Company. (Street 100 feet wide.)

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The elevation of the floor of the subway and of the roadway outside of said subway, to points not less than 10 feet beyond the portals thereof, shall be not less than 20.0 feet above city datum. From such elevation the approaches shall extend on a grade of 1/20 feet in 100 feet to connections with the surface of the street.

The elevation of the curbs in the subway and adjoining the roadway outside of the subway to the point of curvature of the vertical curve at the foot of each approach shall be the same as and uniform with the crown of the roadway.

Width between walls of subway 10 feet. Width of roadway in subway 16.0 feet. Width of sidewalks in subway 10.0 feet each.

One line of columns may be placed in each sidewalk space immediately inside the curb line and one line of columns may be placed in the center of the roadway to support the superstructure.

Clear headroom not less than 13.5 feet.

Subway in West Eighty-seventh street, under the tracks of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company and The Baltimore and Ohio Chicago Terminal Railroad Company (Street 100 feet wide.)

The elevation of the floor of the subway and of the roadway outside of said subway, to points not less than 10 feet beyond the portals thereof, shall be not less than 20.0 feet above city datum. From such elevation the approaches shall extend on a grade of 1/20 feet in 100 feet to connections with the surface of the street.

The elevation of the curbs in the subway and adjoining the roadway outside of the subway to the point of curvature of the vertical curve at the foot of each approach shall be the same as and uniform with the crown of the roadway.

Width between walls "f subway Hit.i) feet. Width of roadway in subway flil.n" feet. Width of sidewalk in subway Ifi.fl feet each.

One line > columnis may be placed in each sidewalk space immediately inside llic curb line ami one line of columns 'may lie placed in the center of the ri'Bdway In support llic superstru-Uire

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i-e. Tb.' trades of all the •(reel.- ami which ally -uliwass and apin-'Ochrs ar.' ill ari-irihiure with (he pro¹, isjns of this ind (lie same are hereby obanped to the amdes of such subways

SliC-TiuN <-li The roadway outside each s-iilnway shall be 'inilorni in width with the roadway in such i-||>w:iy lo points n.il. less than twenty 'i'OU feel be-^ond ihe portals iliere-nf. anil from .such points shall vary unit-.:ool; l' III'- established wutib .-if Mo- roadway at the he.i.l of each apprueli in every street wlo-rem .-ueli stal'.lisbeil wi.lt <http://wi.lt>li shall lie «dill'er-nl, from tii.'i of llic roadway in the subway, as hereinbefore specified: and in any street wherein Ho" road-May width lias iiei beep e-o.nblished. the roadway oilsii!" the subway lo points twenty l'.t.i.O'. fe'i. beyond tie- portals thereof and on the approaches thereto shall be uf .neli width u= the Cnuuiuis^iuiel' of Public Wniks shell specify; provided, 'hat. no roadway shall he const meted that llic width thereof slia «> feel.

^le/m >n :tvenii"S n to he built ordinance, shall be so as to conform

;md approaches as they stall tn." dep;-ess<-d p-nrsniint to lie' lo'ovi.-iioi: of tin-- urdiunt'c. and l.he grades -o/^^lt-tfr-'*^-^l:rrcrs-md"-:itlTT>^'-ttnt-"iil-ei'=eri--|tiTr np-- prooehi-s to subway; ilesra-iliel'din' Section 'i"-/i of this ordinance shall be depressed at time rate of 3.0' feel in 100 feet so as lo conform to'the fi-ado of the approaches to said subw?iys iiiiil.I shall' in,alt re.-pee.b5 <http://re.-pee.b5>be considered u portion of s.aid': appioaelies.

SfXTiON 1-d. Vertical curves shall lis' coisl-pu'iif-ed where the cuds of the approaches to said subvvayi connect at the'top willi the. grades of the 'street* and at llic bottom Willi the grades'-of l.lini siinny floor* specified hereinbefore in Section ii-ri'V.of'this ordinance.

At the bead or each nnpoty.h. lo eadi, sufiwoy llic vertical curve shall'extend not. less than'.lwet>ty-fice i2S.0> feet each side of the intersection, between the. (trade of the approach mid ihiV|,TrMl'i> of tin.- present, street, and. al, llic' foot, of each ap-proneb in said street? the vertical curve,shall extend not less than twe.nty-tlve (2;>.fh feet, each side of (lie intersection between the {rnldeo! dhc appiou'eh and the grade of (lie llooe of" the subway:.'

The point of intersection of the vertical-curve al. the foot, of each approach to be not less than forty-live (iS.O) feet front'f'he por- enl of the subway.

ScirriuN 5. Parasnrph I. All such- excavations shall be made in the streets as Ji'iiiy he required in complying with the provisions' of (his-ordinance, but the excavated portions ,u' the streets shall be restored to serviceable condition for the use of the public as soon a» practicable. All water pipes, conduits, sewers and other similar substructure;-: be-lonsin*-' to the city Hint may he disturbed- by such excavation or require to be moved or deflected from (lie fnisiions in which they are found, shall be replaced or suitable expedients shall be devised anil provided lo restore them in all reped:-; lo their fin'mcr si iile of *os.e.lntr.eos, the entire expisii;.e of winch shall be borne by the raiirvad or rjiilway eoiipany or corupiines involved.

The sewer m Columbus avenue shall be rr.luc.nled <http://rr.luc.nled>Ihroughii the subway herein nrmvirid for itnd. i.ipuu the approaches I here to 111 a manner to he. specified by llic Commissioner of ihtblir. Works.

Paragraph i. All exca-vations that, -.hali be. made wit hi 11 title limits of the subways and t he approaches thereto and beneath the .-ub-simif-j of-the sanl* prior lo the ion ins of llic subways, silajj lie backliiell w.il.li sanil. LvritNel. cinders or any other niiferinl sat'isflic-lory io llic l'omiu.issioner of Public Works, iind lloodeii or liinped in such manner as fo insure the full sel.ftf.'itiesil or >-(n:| i|<i:li-illinu liefonj the piive-i.'ionf is laid; pi'oviiled. liowiver. thai, it in lh>;,construction in" any sucli subways nnd' approaches It ntav become necessary to disturb, remove 01: destroy any pipes, conduit., wires or other properly heibne-in'r lo or leased by any private corporation, or individual i.fiiir than any id.reet. railway eohipooy treated in para^rapl i of vjclii'm 7 hereof, said owner fir lessee is hereby nufhtu.'ized and r>j<|iiiW;d lo make sucli re.-.ii'rmff<l;u:nf, relocation, replaenieiit or ci.iiioval ile-roof' as may be rctpiu'cd lo conform In llic i;u-k elevation herein provided for "as the-work or such elevation progresses. Hut fluil-requirement shall tint, be conclusive of the-'tiar bilify for the expense ofT such rearrangement, relocation, replacement, er rezinival, it, beuf the pi.i'ipose ami intent, of l.hi.- provision thai, such expense, as iiiiioiti; the parties involved, shall be, borne accordingly lo and agreeably 'lo law. Providoci. however, lbiil. #111:li track elevation work shall he so .con. diirleil us to permit llic free and in 1 iulorruid<-il coil- ■ -fimiKiirt-of- ^thr:C-phbtic-util-ity-s* rvice-insnf ar--

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i of the Com'missiQmjr of Public Works:

■ iioragraph 3. Tharairoad anil railway companies, priiriwhere lo, slui.ll <http://slui.ll> jrvc reasonable, notice in writ- ing 16 l.be u-wner or owners.. ies.see or lessee* or any .wise or. wires crossing the proposed elevated roadbeds aforesaid; to remove or change, the loca- tion bi said wire-Or wire? as. hereinafter provided; rind in.-casij of the'inability of said railroad or rail- way companies to ascertain the owner or owners, lessee', or,, lessees of any- one or more of said wires, they: shali'noUf.Y thiy Commissioner, of Public Works, in '.writing, ofthe'eharaeler and locution of Hie wire n'r'wirc?- the- 'owner or owners, lessee or lessees of which they are unable to ascertain, and said Com- caiiie, said notice lo hi served on the owner or owi'ims. ic3sec.br- <http://ic3sec.br-> lessees of said wire or wires, who shall dispose.of said wire or wires in such manner as not to interfere, with the work of said railroad or.'railway companies, and in case said Conirmis- sioner of Public- Works shall be unable to ascertain the.owner or owners, lessee or lessees of the wire i or, wires designated in said notice served by said raitroid'or railway companies as aforesaid, hi; shall authorize the siiid- railroad or railway companies to* dispose of said wire- railroad or wires in such manner as not, to, interfere, with the work of said railroad or' railway compau.es- <http://compau.es->.

- Said; O?oni llic said railroad or raiiway companies, or said. CoDirriissirjnr nf Public Works, llic owner .or owiiv-rs.! lisssee or lessees of said wires shall place

them and the poles carrying the same temporarily in such a position as to insure proper and safe clearance from the construction and equipment of the said railroad or railway companies, and maintain them in such temporary condition until such time as the construction work of said railroad or railway companies has reached such a stage that the wires can be run underneath the roadbed and tracks of said railroads in conduits, the necessary consents being, properly secured, or can be passed through the same, provided for in this ordinance. In the event that it is contemplated by any person or persons; private corporation or corporations owning or leasing the wire or wires in complying with the provisions of this paragraph to pass said wires through the subways in conduits, said conduits shall be entirely completed, including all necessary man-holes, prior to the time the said railroad or railway companies begin the work of paving the subways and approaches, and in the event, however, that the person or persons, private corporation or corporations, owning or leasing the wires aforesaid, in complying with the provisions of this paragraph, elect to string any wire or wires on the underside of the bridge structure supporting the tracks of said railroad or railway companies, the said wires shall be strung in a manner to be agreed upon by said owners, lessees and said railroad or railway companies, and without any compensation being paid therefor to said railroad or railway company or companies and without any liability on the part of any such railroad or railway company or companies not herein expressed, and in case said owner or owners, lessee or lessees and said railroad or railway company or companies shall in any instance fail to agree in that particular, said wire or wires, shall be strung by the owner or owners, lessee or lessees thereof, on the underside of the structure supporting the tracks, or said railroad or railway company or companies in such manner as the Commission-

however, that in no case shall more than two trolley wires be strung in any subway through which street railways pass or may hereafter pass.

All overhead wires or cables, belonging to the City of Chicago that cross the proposed elevated roadbeds of the railroad or railway companies shall be disposed of in one of the manners hereinbefore provided, as the Commissioner of Public Works may direct, and at the sole expense, of the railroad and railway company or companies whose tracks said wires or cables may cross.

Section 5. Paragraph 1. Provision shall be made for the drainage of subways where streets are depressed as provided for in this ordinance, by the construction of receiving basins properly located and adjacent to said subway, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. Provided, however, that where no adjacent city sewer exists at the time any such subway shall be constructed, the said railroad or railway company or companies involved shall provide means to adequately drain such subway until a city sewer shall be constructed through or adjacent to such subway.

Adequate provision shall be made in each of the subways provided for in this ordinance to prevent storm water from flowing over the copings and around the ends of abutments upon the sidewalks where necessary by connection into the sewers.

Paragraph Any sewers or water mains located below the surface of such streets as are not provided with subway under the terms of this ordinance, and which sewer or water mains pass under the tracks of said railroad or railway companies shall be adequately protected by said companies by constructing over them arches, of brick or concrete masonry sufficiently strong to bear the loads of the proposed subways.

Section 7. Paragraph 1. Subway and approaches thereto shall be constructed by the said railroad and railway companies in the streets and avenues all the structural requirements:

(a) In any street, which shall be improved with pavement other than macadam or asphaltic macadam, the subway herein shall be constructed, the roadway in the subway and on the approaches thereto to the end of the vertical curve at the head of each approach (except any portions of said approaches beyond the lines of the street in which the subway shall be constructed in intersecting streets or alleys described in sub-paragraph (d) hereof; shall be paved with No. 1 granite block pavement laid upon a base of Portland cement, concrete eight to ten inches in depth.

(b) In any street which shall be improved with macadam or asphaltic macadam, at the time the subway therein shall be constructed, the roadway in the subway and on the approaches thereto, to the limit of the right of way of the railroad or railway company or companies, or to the end of the vertical curve at the head of each approach, whichever such points shall be closer to the nearest portal of the subway (except any portion of said approaches beyond the lines of the street in

which lie subway shall be crinsiruc-led in intersecting streets and alleys describee) in subparagraph {di'hereoP. shall he paved with No. 1 granite block pavement laid upon a huso of Porllnd cement, concrete eight C¹ inches in depth.- any por--fcton*-oH he- approaches-beyond-t tie-)rmti*-r?f-the'area

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required to be paved with granite blocks ns above provided, shall be improved with pavement similar to l.iiit upon Liiie street nt fliu time such approach ia constructed.

fc; In any street which is unimproved' al tho tune llie subway therein shall be constructed, the roadways iu thu subway and on the approaches thereto, to the limit of the right of way of the railroad or railway company or companies, or to the end of the vertical curve at the head of each approach, whichever such point shall be closer to the ru nnel, porinl of the subway, (except any portions of said approaches beyond ihe lines or lhe street in which (.lie subway shall be constructed in intersecting streets and alleys hereinafter provided for iu sub-paragraph ;d; hereof), shall be paved with lVo. l >ri' unite block pavement laid upon a buse Of Portland cement concrete eight iS) inches in depth. Any portions of such approaches beyond the limits of Die area hereby required to be paved with granite blocks shall be exeavuleil to the srade required by this ordinance, hut the railroad or railway company or companies shall not be required to pave same.

(di Tn any street or alley intersecting the streets or avenues in which subways are required in this ordinance, within the limits of the approaches on said streets and avenues, the said intersecting streets and alleys shall be c-xcavalcd to the grades established by this ordinance and in the event the said intersecting streets are improved at the time the suluiway .-dmlt he constructed, with a pavement other than macadam or asphaltic macadam, Lhey shall he paved with .No. 1 granite blocks laid upon a base of Portland cement couerolK oigilil (8> inches in depth; if said inferseciimr sU'eels are improved with macadam or nstdi.ill.ic macadam, they shall be improved with pavement similar to dial upon the street at the t.iutfs' such approach is excavated, uxul if said mlersecluig streets ar« unimproved, no pavement shall be required.

(ej Provided, however, thai the roadways in the subways and on approaches thereto in West 71st street nnd West 73nl street, shall be paved with Mo. 2 granite blocks within the limils required to be paved with granite blocks as provided in sub-paragraphs (is, ;l>), <c) and id; hereof,

!f The 'limit of the right of way." referred to in suit-paragraphs fh; and fcj foregoing, shall ho the right of way line which intersects either side- of the .il.reet in which .i subway is to be constructed at the point furt.herest irom the porta] of the subway.

i'z. The curbs and sidewalks in l.he subways and on Hit; approaches thereto shrill hi: constructed of l onriote, and the curbs and sidewalks upon the itp-pro;u-h's shall extern! a distance equal to thal of the pavement lo he aon.-iru.cted <http://aon.-iru.cted> by said railroad or railway company or companies; provided, that in any case wherein the said railroad or railway company uf companies shall remove, damage, or destroy any sidewalk in excavating for an approach, the said rouqi.-iny or companies shall construct a sidewalk to conform to the grade of such approach in lioo of llie one reiiiovnd, damaged Or destroyed.

The sidew'nlkp on said approaches shall be con-striichrd to eiiiTospiind to the walks in the respective streets onlsi'ie :-a.i*t subways but shall not be loss than six ill's feel, in width.

All such pavements, ceirhs and sidewalks shall be co intruded in accordance willi speeiculations ap-pruvd by the Commissioner or Public Works.

Paragraph pefore doing any work under this ^iliijutiice. i'^icl.i sai]j .utilixirid.j-uuLciLilwa.v compaiiy shall file with the City Clerk of the City- uf .Chicago, its personal bond in form' -approved- by the .Cori oration Counsel of the City of Chicago., iri the... penal-sum' of twenty-five thousand' dollars (rJiij.OufhOO/ conditioned that in constructing' the; .improvement herein specified it shell- furnish 'and' use 'snob material and employ such workmanship its-will insure such improvement to be free, front ill! defects. Ttici obligation of the surety upon said' bond: shall be terminated respecting each subway herein 'providet for. as such subway shall be completed. 16 the satisfaction of the Commissioner of Public Works.

Molding herein -contained shall be held or" abrL-stried to require said companies, to repair or".reconstruct any improvement herein specified,, which after its completion it shall become necessary-' to repair or reconstruct by reason of any persou'-ior corporation laying or repairing any sewer,, gas,, water or other pipe or conduit under a. permit issued,.by the city.

Paragraph 3. The railroad and' railway companies shall pave the entire length and width of the. roadway in such portions of the subways as are requ ired lo be constructed by said companies, except that-such companies shall not be required to pave ajiy portions of the suhways occupied by or which are adjacent to street railway trucks, which by reason 6£ laws or ordinances it shall be the duly of any street railway companj or other corporation, to pave.

Paragraph ■>. Any street railway company or companies occupying any i>r the streets in lheiCity of Chicago crossed by said proposed elevated roariV beds and tracks of said railroad.- and/or raiferay-company or companies shall when and as the-grade, of the entire width of the roadway uf such street shall be changed by excavating to the stibgraile'required for the pavement to be constructed by the said railroad and/or railway company or companies' as in this ordinance provided, conform the grade'of its or their track or tracks, to the suit) change of grade of said streets. Any such street, railway company or companies shall also realign itf or .their track or tracks and do and perform all other, work, of excavation, removal, construction' and- reiiOnslruc-L-ion of street railway tracks, trolley poles, .trolley wires, electric conduits and other street railway property necessary to the proper elevation of the-railroad tracks hcrehy required lo be .elevated, as in this ordinance provided.. But this requirement-rdinll not lie conclusive of the liability for the ex.? pcri'-e of such realignment, excavation, removal,-construction or reconsLruclion. if being ihe purpose-nnd intent of this'provision that such expense incurred by any street railway company or-companies, as among the parties involved, shall be borne according lo and agreeably to law. Provided; however,, that, construction work shall be prosecuted iii. such manner in conjunction with the street railway cofn-puny that there shall be no interference with continuous ami uninterrupted service of street, cars, without the approval of l.lie Commissioner ol'Piiblic Works.

Provided, that nothing in this ordinance contained - shall operate or be hob! to relieve said street railway company or companies uf Or from any liability., how- ever created: al their own expense, alter r.lie elian'gcs. restoration and reconstruction nf snid street rail- way tracks and properly provided for or necessari-

tated by this ordinance shall have, been completed*,
to pave and maintain such portions- of streets be-
tween or nn either side of their snll track* in the
manner and to the extent now or hereafter so-

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Paragraph 5- Ejtcbpl as provided in paragraph 8 of Section I hereof, nothing in this ordinance shall be so construed as to require the said railroad or railway companies to assume or pay any damage to adjacent or adjoining property properly caused by the excavation, elevation or depression or change of grade of any of the public avenues, streets or alleys, incidental to the excavation of the roadbeds and traces of said company or companies as herein required" (b) If the elevated, or to defend any suit or suits there may be brought by or against any party or parties for the recovery of any such damages, but for and in consideration of the agreement of the railroad and railway companies herein mentioned to do and perform all the obligations upon them imposed by this ordinance, all such damages, if there be any, shall be adjusted and paid by the City of Chicago and said City of Chicago will assume the defense of any and all suits brought for the recovery of same, intervening, therein if necessary for the purpose, and shall wholly relieve said railroad or railway companies from defending the same and shall assume and pay all judgments recovered therein: provided, however, that said company or companies shall be liable for such damages; as may arise from the negligent performance by said company or companies of any obligations imposed; by this ordinance.

The foregoing provisions in this paragraph contained are, however, made upon the condition precedent that in case any suit be brought, against, said company or companies, said company or companies will, providing it or they have been served with proper summons at least five (5) days before the return day of the summons (herein, give notice in writing of such suit and of such service to the Mayor and Corporation Counsel of said City of Chicago, for the purpose of enabling such defense to be made by the City.

Paragraph 6. The said railroad and railway companies and any contractor employed by them, in the execution of the work herein required to be done, shall have the right, in the performance of such work to take water from the public water system of said City and to use the same in such work free of all charge or expense.

Section 8. Authority is hereby given to said railroad and railway companies, whenever the same shall be necessary in the prosecution of their work therein, to be authorized or required to perform, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved, by the Commissioner of Public Works; and they are hereby authorized whenever the same shall be necessary to erect and maintain temporary ways, tracks, structures and false work, in any of said streets and avenues during the construction of said elevated railroads, subject to the like approval of the Commissioner of Public Works of the City of Chicago; provided, however, that construction work shall be prosecuted in such manner in conjunction with the street railway company that there shall be no interference with continuous and uninterrupted service of street cars, without the approval of the Commissioner of Public Works.

Section 9. Nothing in this ordinance contained or contained shall be so construed as to prevent said railroad and railway companies from locating and constructing the abutments which form the walls of any subway at a distance back from the building or lot lines of the street or avenue, for the purpose of constructing and maintaining in the spaces or recesses so left between said abutments and said building lines, station buildings with all necessary stairs, and buildings fronting on said street, or avenue, uniform with the said building lines thereof and entirely within the lines limiting and bounding the rights of way of said railroad and railway companies, and for the further purpose of constructing and maintaining within said lines stairways and approaches leading to and from said station buildings to the elevated platforms and tracks above the same for the accommodation and convenience of the passenger traffic of said railroad and railway companies, or for any other purposes in connection with the efficient, maintenance and operation of the railroads.

Section 10. When the said railroad and railway companies shall have elevated their tracks and in accordance with the provisions of this ordinance so that the same shall be ready for use and so accepted by the Commissioner of Public Works of the City of Chicago, then and thereupon the provisions of the ordinance of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, and the maintenance of gates, flagmen, watchmen, signals and signal towers, and the ringing of bells shall cease to be applicable to said railroad and railway companies; provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers, or of the right at any time hereafter to pass any necessary and reasonable police ordinances in relation to the matters and things above enumerated. After the tracks are elevated it shall be unlawful for any person or persons, except employees of said companies in the discharge of their duties, to enter or be upon or to walk across or along the, said elevated structures or roadways at any place.

Section 11. If the City of Chicago shall at any time provide for a crossing or crossings at any street or streets, avenue or avenues, public way or public ways, for which no subway is provided in the schedule of subways contained in this Ordinance, or shall open, lay out or extend any street or streets, avenue or avenues, public way or public ways across the rights of way of the Chicago and Western Indiana Railroad Company and the Belt Railway Company of Chicago, the elevation of which is hereby required between the west line of South Wood street and the northwest line of Columbus avenue; or across the right of way of the Wabash Railway Company, the elevation of which is hereby required between the west line of South Wood street and the west line of South Western avenue; or across the right of way of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company, the elevation of which is hereby required between the south line of West Sixty-ninth street and the South line of West Seventh street; or across the right of way of The Baltimore and Ohio Chicago Terminal Railroad Company, the elevation of which is hereby required between the south line of West Sixty-ninth street and the east line of South Western avenue; or across the right of way of The Baltimore and Ohio Connecting Railroad Company, the elevation of which is hereby required between the south line of West Seventy-fourth street, extended, and the south line of West Seventh street; such crossing or crossings shall be made by a subway or subways only, in accordance with plans approved by the Commissioner of Public Works and no claim for compensation on account of land taken for rights of way for said street, or streets, avenue or avenues, public way or public ways, shall be made by said railroad or railway companies, and such waiver of compensation shall attach to and run with such land in the hands of any grantee or transferee.

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casL-aiirP-w-'esf, public alley lying south of and adjoining Lots five hundred and eighty-eight (588) to five hundred and ninety-seven (597) both inclusive, and north- of nncf. adjoining Lots- six hundred (600) to six hundred and nine (609) both inclusive.

! "fji"ed:;auri nine (CO!'), both inclusive, and north nf ""and'adjoining Lots six hundred and eighty (liSfti In six. hundred anil' ninety 'tOOi both inclusive in Allofl.on's Addition aforesaid: also that. part, of the east and west sixteen (lfIV foot public alley lying south, of rind adjoining Lots six¹ hundred nnd eighty £68f> to six hundred' and ninety (tiflO) holb in--rlusi.vp, ami north of and adjoining Lots six hundred and ninety-one (591-i to seven hundred and one f:7Oil both inclusive in AHerton's Addition aforesaid.

":5ft.'.Allerlon's Addition aforesaid: also that part of •West Seventieth place tying south of and adjoining Lots five "hundred: and ninety-nine (599) to six hun-

That' "pari of South Leavitt street lyins between •the south line of West Seventy-first street and the north line of West Seventy-third street: also thai part or the east ami west sixteen (M>) font public atley lying: south of and adjacent lo f.Ms frtreen do) 'lo-twenty-two (S?o both inclusive, and north of and adjacent to Lots twenty-five (2S) lo thirty-two (32¹ boltt inclusive (except the east sixteen (Hi) feet, thereof) all in Block three (31 of Hen-ons Subdi- vision of fifty (50) acres in lho east ouo-half fE. v.) of the northwest one-t'uarter (N. W. ^1 of Section thirty (30),. Township tliirty-eight (381 North, Ranfie- fourteen (1 11. Bast of the Third Principal .Meridian; also that pari of West Seventy-first plnee lying south of and adjacent to Lots twenty-five (25"> to thirly-ono 131) both inclusive, in Block three (ol. and north of and adjacent to Lots sixteen (16i to twenty-two (221 both inclusive (except the east, sixteen feet (16') thereof), in Block four (ii. all .in..H'eri'on's Subdivision aforesaid; also that part of the sixteen (16) foot east-and-wesl public alley south of and adjoining IXs sixteen (16) lo twenty- two (22>, and north of nnd adjoining Lots tventy- :five (25) lo thirty-one (3n both inclusive. (exc«pt •tlic east sixteen feet (It"! thereof) in Blnofc four (4V of Herron's Subdivision aforesaid: also that part 'of--West Seventy-seeanil street lying south of and adjacent to Lots twenty-five (25) to twenty-nine '(29) both inclusive, in Block four (i). and north

I .of and adiacnnl: to Lots eighteen (IS) to twenty- two (-22) .both, inclusive (except the east sixteen feet. (10'V thereof) in Block, five (TO of Herron's Sobdi- vision aforesaid: also that part of the east and west sixteen (101 fool, public alley tying south of and adjoining Lnf.3 eighteen (.18' lo twenty-two (22' -jint.l>-iTOdustye,-and-north-of- »nd--id joining.-.-. Uils twenty-five (£.5) to twenty-nine (29), both inclusive (except the east sixteen feet (111"! thereof in Hlock live f5i of Hermit's Subdivision aforesaid: also (lint part of West. tfovHnty-s'N'.ond place lying south of and adjoining Lots twenty-live U'ii: to twenty-seven (27) both inclusive, in Block live i'5i and north of and adjoining Lots twenty (20! to twenty-two (22) both inclusive, (except the east sixteen feet (iii') thereof), in Block six (6) of Kcron's Subdivision aforesaid; also that, part of the east-and-we't sixteen (16i foot public alley lying south nf ami adjoining Lots twenty (2l)i lo twenty-two (22:.' both" inclusive and north of and adjoining Luis twenty-live (251 to twenty-seven (27) both inclusive, (except lhe east sixteen feet (16'! thereof) in Block six .:oi of IU-.rron's Subdivision aforesaid.

All of the sixteen ft6) foot public alleys in Block one (I of Dewey A flog" s subdivision of the west half (W. of the northwest, quarter (N. W. v, Section thirty (SOA, Township thirty-eight (38* iVio-Mi. Range fourteen (I ii, East of lhc Third Principal Jlerufian; also all of the sixteen (Hi) foot public alleys in Block eight (8' of Dewey A Hogg's Subdivision aforesaid: also that part of West Seventy-second street, lying east of the east, line of Svoullt Irving avenue and west of the east line of Mouth Leavitt struct, herein vacated: also Hint, part of West. Seventy-fourth street lying esisl. of a line parallel to and three hundred and eighty-six and thirteen one-hundredths reel. ;:S*.t.I:";■ east of the east line of !>outh Oakley avenue and west of the northwesterly line nf the original right of way of Tile Cliiraim ami Western tod'mia Railroad Company.

That, part of ".Vest rievu(y-nirill) place lying west, of the west line of the one hundred fool HOU'. right of way or The Pittsburgh, Cincinnati. Chicago & SI, Louis Railroad Company and east of a line one hundred thirty-nine feel, (139" westerly thereof; also the noi'th-iind-soullr fourteen (1,1) fool, public alley lying east of and adjoining lots eighteen !18- to twenty-cisht iiS) both inclusive, in Block one (I; of C. It. Beckwilh's Subdivision of Lots fourteen 11> and fifteen (15) of Hunter's Subdivision of the northwest quarter (N. W. of Section tuity-one (lit i, Township thirty-eight (3H> .Nurl.li <http://Nurl.li>, Range lourleen (I i¹. Bast of the Third Principal .Meridian; also all the norih-aiid-souiii fourteen (1i) foot public alley lying east of and adjoining Lois eighteen (18) to twenty-eight (28) both inclusive, iu Block four (4: of C. U. Beckwilh s Subdivision aforesaid; also that part of West, Eightieth street lying west or the west line of the one hundred (100) foot right, of way of Thu Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Comparand east of a line drawn from the southwest corner of Lot twenty-eight. (2i)i fn Block one (J), to the Northwest corner of Lot eighteen (18) in Block four (4- of Heckwith';-; Subdivision aforesaid: also that purl of West Eightieth place lying west of the west line of the one hundred (100) foot right of way of The Pittsburgh, Cincinnati, Chicago & 51. Louis Railroad Company and east of a line one hundred and rorty-one (141) feet westerly thereof; also those parts of the east-and-wesl fourteen (li) foot public alley in Block one (I) and the east-ami-west fourteen (14) foot public alley in Block four i4'., West. Eighty-first street. West. Eighty-first place, West .Eighty-second street, and South Oakley avenue in Lingte and Darlow's Subdivision of Lois eleven (11) and twelve (12;- iu Hunter's Subdivision of the northwest nne-ipt.irtoi- (N. W. of Section thirty-one (<1>, Township thirty-eight (3S,i -Soelh !Umge-foiwleon. !-U" -E:n>l,-of-the-Tl.iird(-;<rl'i Principal Meridian, lying west, of the west line of

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the uno-hiuilred (IHO l'ool t'ip/hl. of way of The PiKihurgh, Cincinnati. Chicago & St. L01113 Railroad Company and east uf a lino described as follows: Beginning al. a point, on the east lino of Sooth Western avenue fifteen nnd fourteen one-huralretlths feel, (in l' • ') sonth or the intersection, of said- east line with the norlh line of Lot tun < 10> of Hunter's Subdivision afore^n id. running thence easterly on a straight line it distance of one hundred find oightly-lwo nod llve-lent.lis feet (182.,V1 in a point, foin'teen and thirty-seven one-hmidredf.hs feet (tl.M'7'i south 0/ the north lino or said Lot, feu (III), thence UiM'theaslwanit.v mi a curved tine tangential to the last, hereinbefore described course, having a radius of nine hundred and two anil eighty-seven cme-hun-dredtlis feet <flj? .8T) to a point, in the north line of l.iigle & Dariow's Subdivision aforesaid.

All of the sixteen (In) foot public alley between llie smith line oT West fifty-ievventh street and the northerly line of Hopkins place westerly of ami adjoining (he right of way j(The Pittsburgh, Cincinnati. Chicago 4 St. Louis Railroad Company; also Hint part of Hopkins place lying west of the west lise of one hundred !t)0l foot ripli or way of The Pittsburgh, Cincinnati, Chicago & St. Louis ftail-I'oaii Company, and eawl of the east line of Prospect avenue; also thai part of Prospect avenue lyinji south of the southerly line of Hopkins place and north of a line parallel with nnd' twelve hundred ami forty-six and nineteen one-hundredth^ f l.ZiR.li)j feet southcjs.lerlv from said southerly line or Hopkins place, measured along the west line <if l'he aforesaid right of way of The Cil.lsbirgh. Cini'innali, Chi'-aio S» Loui? Haitroml Company,

That part of Cimal .formerly Mickey) street, now i'igle-t'On avenue, between Hloek.- live "Yr and six (d' in. Original L. A. Gilbert'... Subdivision ef part of Lot live ;")! Assessor's Division of West lull •W >j) Sent ion Hi iriy-lhree (33). Township thiriy-eiudd (3H; North, llangii fourteen (U>. Host of the Third prjneipat .Mcridiitn, now a part, of l.-oi "It*'. Chieago and Western Indiana. tuitncid Company's Subdivision of pari of stiid Seeiion rhriv-f.hree (33 i: also

That pari of West Higlily-foirirh (M ilii. sired, between said Block .live (r>j and Block seven (7' of said l. A. Gilbert'.- Subdivision ami thai part of Holland Settlement road southwest, of said Block seV'.u ;7i. also thai pari of i'he unrlhea';f..Tly-nnri-Siilllueslerly .dies unit llie imo-l b-.v est e'ity-nili).

soulli'i'isle'ly nley in said Flock six (t'l lying norlh-oasderly 'it' a line beginning at. a point iu the ^oulli line of nio i'heast. .pini'tvi-.,v, F. '.,i : southwest <luarle' i'S. W. .'-i said .Section Uuirly-lhi'c "1:1 . Miirly-lhree i-Tii feel. v,-'^j, ot soutliwef corner thereof and l'siniit: ilieui-e northwesterly in « |-.iinl, in file original sncllieaste.rly line of Viii-ennos avenue, one bundled sixty-eight (Kiffl feet, southwesterly from the southwesterly coiiier or Lol foi'tv...;ven (.17) iu litork --'ix .i'Vi in --iiiiil l... \. llierf'-.i Subdivision measured along s.iid origin;*! southeasterly line Also oil !'ie uorih.-ind-south alley 111 snhi B3»n;li live 'Ti- unit alt "f the ri.o-i,li-anif.-s.iuU:h and noi'lhweste-rJy-imij;>i>iilic; .i.-ne'lv ailev in saii l.tljk seven (!'.

Si.i' tiuk t'l'l' Cincaso an; Western Inrlimiu li:itit'f.i.iiil leelioniy anil The. Helt hallway flornpany of ".hicirjo shall dodo-ate to the public for use as public streets, or alleys the flnllov. uig described p'ioier' y .

'l ll" inn-til twenty feel :::n" of Lut lluee, (,D), and 111 rthi'asterlv twenty feel, i.'n' of Lot fweuly-^oeii ' ,7 in tltock nine f'li of thinkajun and Com-pany's l' l>1 111 o)ois. AM.-n'ie Sulidi visum, heing a re-snbriivisiini of part, of SVuilush Addition to Chicago in southeasl, quarter (S. K; *), northeast quarter Crf. K. V.), of Section twenty-five (25), .l.Wnsbip thirty-eight, (jS) .vorlh, Hinigo Thirteen (13).. East of the 'Chiff Priindpal Meridianl .Cnok' CounV..llinois.

All thai .ieu:t of Lol; fourteen (Li) fn ealioen flM'. and Lots.t.weny-one fjsi). Iit'weii.l.y-Uirce -(23) in HlocU five (oi .ti; said;Hinkamp nnd- Company's Columhi.is Avenue .Subdivision lying ri'oi'lher.K- and easterly of a tin.' iliescriileil ns- follows; Goirmiaieing at a point 101 the south lirse.of saifl r.d.l.e'nflfecii li<i) in Hloek five (Si suveuly-four and 'two. hiiridredlKs feel {iZ.QV) wesl. of the southeast'coriiai-or said'lot-, al Hie intersection of a Hn* which extuiHh. nie-l.li- > easterly from a- point in (lie northerly line, of Co-Himluis uvetitio four and eighteen hundredths feet (1.IH": liorl.hensferly from lite east-nnrl west: center line of said Section twenty-five (25) anil' makes an angle with said east' nnd-west center liius of. fifty-l.hrec degrees and. eight inini.it <http://inini.it>es (.53-°-0iF-V; thence running northeasterly from, said intersection on aii angle of fifty-three degrees and eight liiiniites i'53"-0^t with said east-and-west center line forty-nine and thirty-seven hundredths feel. (M.37> more or less to a point of curve, tangent to Inst described line ami having a radius or twenty-sevtn and sixty-six hundredths feet v27-.S6">; thence' along said curve convex to northeast =ixl.y-one: nnd lweny-flve-hundredths, feet [01.'25') to a point tangency in a. line seventy-one feel (il') south of and parallel' to the north line's of said Lots fourteen (L'i) and twepy-Lhree (23); thence west along last described line 10 ea<t line of Mockwell' s'lieci, excepting from' (lie. foreKoiing, llie northerly live (=y) feel of-said: ;ciits fourteen (Li) and t.svenf.y-lhree. (€3.1!

That part, of Lots twelve (12; to nineteen' (10) inclusive in J-ilock six (<>) of said' K'iu'juip . inn' Company's Columbus Avenue ISuhslivision lyinff south of a line beginning al the southwest cor.ner'of l.iU eleven (It; in said Block-six (tlj .and running thence souflnveste'ly twenty-seven and Eixt,y-thr.ee. huui-. dreihlis feet (27.Co't on a curve..convex, to the 3outh-east, having a radius of liry-ihree ami filfj'.,eight huuiilreiKhs reel (53.3H): lo a. point of tangent'iii .-a line which extends from a point in the northerly line of Columbus avenue rourleen ami-thirteen hundredths feel (1.11.T: southwesterly from the. said .-oiilhwst corner of Lot eleven fi ll anil extends thence west lo » point in the, west line of said- Lot nineteen ! IU) eight and ninety -five hundredths, leet IS,i>S) south of the [lorth corner of said- lot: thence l'foio. said iioiut of l.Kiigent. one hundred seventy.live and eighty-three hundredth!! (175.83') more or less to the eaisf. lino of Maplewood avenue, except thai part of said Lot nineteen (*!>> lying south of a line eighty feet (W) 'Out.li <http://Out.li> of and parallel lo lait: a'liove described line running west from the southeasterly line of fa id Lot nineteen (19J live and eighty-six hundredths- feet (o.Sil"; moro or loss to a point, -qf curve having 11 rmluis of seveitfy-live lthd' sixty-fuui"lnni.liviihs reel, (" .iii') HtCucu nlong said curve i.'onv.-* to ■1.1H Invest. .;<vent.v and . foui'.ioe.u, hun-dreiUlis- fei.-t (70. li': to 11 point', of tangent.in ii'the whie'h is eightly feet {^ ('i soul.hens'te'ly from- ami parallel to ;i tine which extends from a poiul' in the northerly line of Columbus avenue four ami eiilli-foeu liumlre.lt <http://liumlre.lt> hs feet ri.iw) iiortheastery from the east and west center line of said Section-twenty-live northeasterly mknini' an angle with said east-and-west. center line of liity-thrue degrees and eijhll ntiin-nti.'s Ci'-n- n'n'imil passes flrongl) n point in the south line of Lot. .;dilil.i'i>i_! IHJ. in Block live, f.l.) nf <oiil llinliamp and Company's Ctttiimlin Avenue i'ub>iti-

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HEIGHTS OF COMMITTEES.

vis i (>u. ievthts- rour and" two hu wrwlins- fool (1 ->M'i west of .tlie southeast, aoruci.' thereof.

a" tract of land in the southwest quarter of the northeast quarter of said Section. 25. de-snrheit i»s follows:' Commencing'ai point on a line 3:1 feci v.'est of "and - parallel- to the noi th-aiul-soutli center line of the northeast'qoarler. of said Section 2o. ami 231.76.feel", north of the east and west center line of *snid Section 35". .Hh'd running southeasterly on a curve convex.^ I he southwest with a radius uf GU feBt.to-iulersflctijii willi noutlr and south center line, of said noelicast, quarter of said Section 25; thence itortherlc-.oh'.saiit 'ceiiteT line to a -point. i'3<i;7i> feet mtriii uf .tins eai# aiid'vveSt.ceiifvr line uf sa id Section' 23; thence westerly 33: feet and parallel lo said east anil west-center line; thence southerly 5 feel, more or leas 011= a. line parallel to north and south center liinrqf the northeast, quarter of sasrl. Section 2S tn point, "of .begin"ing.

A. truer of. Vaind in the southeast quarter of the iic.rJ.licail'.<|iar'ter of said Section 25 described a.- fnllows: Lying nurfliwesterly, southerly and easterly of the following described lines: cumiencing at a point on lit!" original northwesterly line of Columbus avenue., a'-dislaiice, of Bfi feet norl.h of east ami west, center line of said' Sc-dion 25: thence westerly on a straight,, line, 'para I lab to the oa.sl.aiul <http://oa.sl.aiul> west' center line

of said Section 25, a distance of feet; thence southwesterly oh. a.straight line malting an angle oi 33';* with the east, and west center line of said Eortiori 2ft. a distance of lo.lt> feet more or less io a point, of'curve tangent to the last described course: thenca contiuiuu". HuUbwesloiiy ou a. curve coin ex to the southeast, with a.- radius of 20 feel., lo a point of tangent with llie original northwesterly line of Coiumbus, avenue, laid last point being at the intersection of the'east and west tenter line nf said Section-25 with-the-said northwesterly line of Columbus avenue:

Kola'-nineteen. Cl'JV and twenty ;20> am! the south twenty-one and', nine .huniJreiUhs feet (21.09/ of Lots (13), and'twenty-one (21) in Bloek thirteen (13:-in the subdivision, of Blocks five (5), twelve (12) and lhlrLceii (i3)'in Dewey ;iitil Hogg's Subdivision of the west'hni'f '.W. vt-'l of the northwest.quarter (N. W.14) Section thirty (30), Township thirty-eight V'l North, Hange'tourleon (I-i)- Blast of the Third Principal'Meridian.

A. fifty foot. (50) strip through lors Sixteen (111) seventeen (17), eighteen (18), twenty (20), twenty-one (Jli'and twenty-two (22) in Block fourteen !I 'C of the subdivision of Blocks one. (1). two (2), six (6)..seven (7). eis"ht. f3), ten- (10), eleven (11) and f'imrleen {-t'-V-l in Dewey and Hogtr's Subdivision of the "west half (W. %) of the northwest, quarter (.N. W. ;') section thirty 30), Township llirly-eighl (:iH> North, Range fourteen (M). Mast or the 'ThirdH'rincipal .Meridian, lying southerly of and adjoining a' line described as follows: Commencing at 9 point- bri the east, line of Clureiiioul, avenue lifly-5ix and- sixty-min;; hundredths feet (50/139) north of the sou.lh.w.K5k corner of said Lot twenty (20) running thence northeasterly to the northeasterly corner of said Cot twenty-two (22), thence continuing northeasterly to the northeasterly corner of said Lot sixteen (16).

.The- Pittsburgh.- Cincinnati. Chicago A St. f-ouis Jltailriiid Company shall dedicate to Hie public for use as'piblic ii'leyo' Hie following:

iA north-and-south.alley, not less than 10:0 feet in 'width, between South Leavitt: street, (vacated) and -Sotiu> ■■■ Hoayne-avemie-east-of- the-% 1 roperty i>f-a« id-railnrui i.i'inpaiiy^'said.alley to connect the oa=t-and- ■wesi alley between West &a' eoty-fiCi! alrest and West Seventy-first place with either West Soventy-lirs'. -oreci or West Seventy-first place.

A north-antf-south alley, not less than lti.O feel in width, between South I.eaviU. street (vacated, and South Hoayne avenue ea3l of the property of said railroad' company, said alley to connect the east-and-west alley between West Seventy-firs I. place and Weil Seventy-second street with either West. Seventy-first place or West Seventy-second street,

A norl-h-and-b-oulh alley, not. less than lti.O feet ill- width, beiwee-i South f.eavilt sired I'vacuU'il'i mid Ktmlh Hoayne avenue east of the properly of said railroad company, said alley to connect, the easi-ap.d-west alley between Weil Seventy-second street and West ^evenly-secnnd place with either W**sf, Seventy-second .-l.reet or West Sevofny-sefiimd place.

A norli-and-south alley, not less than f&l.n fee! if. width, between S011t.1l <http://S011t.1l> Uv.iviU street (vcaled) and South Ifoyne avenue east of the property of said railruuel cornjany. juid alley la connect lhc cast-und-west. alley between West Seventy-secmid place ami West Seventy-third street with either West Seventy-second place or West Seventy-third street.

In She evt'tii, that, the railroad and railway con-panio- herein required lo dedicate certain properly for use as public streets or alleys shall fail or be unable, within six mouths after the passage and acceptance of this ordinance. To acquire the necessary title io the lands required for said dedications, then and in thai event tlie said companies shall notify the City of Chicago, and the City of Cinea-jri will upon such notice institute. corn.:i)lt;:iion proceedings for the aeqtisilinn of said land and the inunls. judgments, costs and expenses of said suit, or condemnation proceedings shall be borne and paid for by the railroad or railway companies hereinbefore required to provide such dedication, provided, however, thai attorneys for said railroad nr railway companies rimy ;,ro:-erule said suit.-; or condemnation proceedings' for and in buhuif of said City nf Chi-ciaio if said companies shall so elect.

The .Mayor and City Clerk of the City of Chicago are. hereby authorized to execute and deliver to the Wabash ttailway Company fur a consideration to be agreed tipon. a. good nnd siiffleient deed for (he following described properly:

All that part of Block sixteen -Hit in Dewey and Vance's Subdivision in the soulli one-half (jj. M; of Secliui) thirty (30). Township thirty-eight (18) \orth <file:///orth>. Range foui-toep (1 i). Rust of the Third Principal Meridian, lyiiii.- north' of a straight tine drawn from it point in the east line of said Jilock twenLy-mne (il); feel south of llie northeast corner thereof to 11 point, in the west line of said block, thirtv-six and one-half (Sti/i) feel, south of (he northwest corner of said block.

SifniON in. 11 shall be the duty of the Commis-sionec of Public. Works of the City of Chicago to supervise all work herein authorized and permitted to be done. Ho shall cause to be made and lo be ■kept on file in the department of public works of said City, rceords and reports showing the progress of all woi-lt. done under Ibis ordinance. In tlie event thai lhc. work herein provided for shall be wilfully delayed by any of said companies or become impossible of performance, he shall report to the Jlnyor and City Council of said City of Chictiso the cause or onuses therefor with his recOmnieiidiUions concerning the steps to he lalteti or the .means to be

nyrt li> proped>^>et>tui!r^th>^i.v.teww>-of.ai.-r--or> diniinco and l;o secure the lioiuploliou of Die work

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JOURNAL-CITY COUNCIL.

herein contemplated without unnecessary cost, hindrance or delay.

Section ID. This ordinance shall be in effect from and after the date of its passage and approval by the Mayor; provided, however, that it shall be null and void unless the Chicago and Western Indiana Railroad Company, The Bett Railway Company of Chicago, the Wabash Railway Company, The Pittsburgh, Erie and Western Railroad Company, Chicago & St. Louis Railroad Company, The Baltimore and Ohio Chicago Terminal Railroad Company and The Baltimore and Ohio Connecting Railroad Company shall each through their duly authorized officers file with the City Clerk of the City of Chicago within sixty (60) days from and after the passage of (his ordinance and its approval by the Mayor their agreement or agreements, duly executed, whereby they shall undertake to do and perform all the matters and things* required of them by this ordinance.

Alter the filing of such agreement or agreements by said railroad and railway companies, (his ordinance shall not be materially modified or amended unless such railroad company or companies shall be in default in the performance of the several matters and things required by this ordinance to be done by such agreement.

The failure or default, of any of said railroad or railway company or companies to file such agreement; within the time herein limited shall not void or impair any of the rights hereunder of the railroad or railway company or companies, which shall have filed its or their agreement, or agreements, as here- in before. provided, so long as it or they shall perform the matters and things expressly required of it or them by this ordinance..

Nothing in this ordinance contained shall be a waiver or surrender of the police power of the City or be taken in any way to deprive the City of the right to properly exercise such power.

LOCAL TRANSPORTATION.

At the request of Alderman McDonough, unanimous consent was given to permit immediate action on sundry reports of the Committee on Local Transportation.

Direction for the Illinois Commerce Commission Relative to Feeder Buses for Street Railway Lines.

The Committee on Local Transportation submitted 3 reports recommending the passage of an order submitted therewith, in reference to the operation of feeder buses for street railway lines in Chicago.

Alderman McDonough moved to concur in said report and to pass said order.

No action being taken by any two Aldermen present to defer consideration of said report for final action thereon until the next regular meeting, and the question being put, the vote thereon was as follows:

Yeas-Couder, Anderson, Jackson, Croson, Grossman, Guernsey, Woolhull, McYering, Covin, Rowan, Wihoi, [JarleneU, McDonough, Byrne, Morail, Coyle, - Hynn, MnKinlay. -Gopafcr-Tomail-Arvcy .I.-P. 'Bowler,

Sloan, Van Norman, Maypole, A. I. Koran, Clerk, Adam-kewics, Smith, Petlak, Kaindl, Self, Nasser, Mills; Adair-owski, King, T. J. Bowler, Crowe, Lo's^mer, Feigeniut;!, Nelson, Hoellen, MaJSim; Fraikhtuiser., Mpaci-45. A'at/s-None;

The following is said order as presented:

Ordered, That the Corporation Counsel and his assistants appear at the hearings on the various applications pending before the Illinois, Commerce Commission relative to feeder buses on street railway lines and lend his aid in any way possible toward obtaining a feeder bus service to the surface lines.

Establishment of "Feeder" Buses on Certain Streets.

The Committee on Local Transportation submitted the following report:

Chicago, May 9, 1928-

At the request of Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Local Transportation, therefore referred

(December 28, 1927, page 1300) an ordinance, granting permission and authority to the Chicago Railways Company to establish an extension of the existing auxiliary or supplementary motorbus line on Diversoy avenue from North Crawford avenue to Milwaukee avenue and from North Laramie avenue to North Central avenue..

(October 11, 1927, page 1300) an order directing that consideration be given to the matter of substituting motorbus service for "one-man" street railway service on Diversoy avenue between North Crawford avenue and Milwaukee avenue;

(October 11, 1927, page 1200) an order directing that consideration be given to the matter of extending the motorbus service on Diversoy-avenue from

North Laramie avenue to North Narra-gansett avenue;
 (March 11, 1918, page 231) an ordinance for the establishment and operation of a "feeder" motorbus line on Diversey avenue from Milwaukee avenue to the city limits;
 (March 11, 1928, page 2323) an ordinance for the operation of motorbus service on the following streets:
 Kingston Avenue from Milwaukee Avenue to Lawrence Avenue;
 Belmont Avenue, from No. 5500 West to City Limits;
 North Central Avenue from West Grand Avenue to Higgins Road;
 North North Laflin Avenue from West Grand Avenue to Irving Park Boulevard;
 Addison Street from North Harlem Avenue to Sheridan Road;
 Milwaukee Avenue, Highway from Milwaukee Avenue to City Limits;
 (March 28, 1915, page 1151) an ordinance granting permission for day-to-day operation of motorbuses on sundry streets; and
 (April 12, 1920, page DB20) an ordinance granting permission 153100 and authority to the Chicago Railways Company to operate motorbuses, during the month of April, 1920, on the following streets:

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Exhibit C

Legal Description of the 79th Street Parcel

THE 100 FEET WIDE NORTH-SOUTH RAILROAD RIGHT OF WAY RUNNING THROUGH THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, WHICH LIES EAST OF AND ADJOINING BLOCKS 13, 20, 45, AND 52 AND WHICH LIES WEST OF AND ADJOINING BLOCKS 12, 21, 44 AND 53 OF DEWEY AND VANCE SUBDIVISION IN THE SOUTH HALF OF SECTION 30, TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS (EXCEPT THAT PART FALLING NORTHERLY OF THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 15 OF HARRY M. QUINN, INC. SECOND ADDITION ACCORDING TO THE PLAT THEREOF RECORDED JUNE 8, 1944 AS DOCUMENT NUMBER 13298779) ALL IN COOK COUNTY, ILLINOIS.

CONTAINING 5.917 ACRES, OR 257,742 SQUARE FEET, MORE OR LESS. AND ALSO

THE 100 FEET WIDE NORTH-SOUTH RAILROAD RIGHT OF WAY RUNNING ALONG THE CENTER LINE OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH LIES NORTH OF THE NORTH LINE EXTENDED WEST OF BLOCK 7 IN HUNTER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THAT PART THEREOF FALLING SOUTHERLY OF THE EASTERLY EXTENSION OF THE NORTHERLY LINE OF 80TH PLACE IN C.H. BECKWITH'S SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED JULY 1, 1873 AS DOCUMENT NUMBER 112054), ALL IN COOK COUNTY, ILLINOIS.

CONTAINING 2.126 ACRES, OR 92,601 SQUARE FEET, MORE OR LESS. AND

EXCEPTING THEREFROM

THE SOUTH 33.00 FEET OF THAT PART OF THE 100 FEET WIDE NORTH-SOUTH RAILROAD RIGHT OF WAY RUNNING THROUGH THE SOUTHWEST QUARTER OF SECTION 30, AND THE NORTH 33.00 FEET OF THE 100 FEET WIDE NORTH-SOUTH RAILROAD RIGHT OF WAY RUNNING ALONG

THE CENTER LINE OF THE NORTHWEST QUARTER OF SECTION 31, ALL IN TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS.

Exhibit D
Depiction of the
Eastern Bridge

OFFICE OF THE MAYOR

CITY OF CHICAGO

LORI E. LIGHTFOOT
MAYOR

April 21, 2021

TO THE HONORABLE, THE CITY COUNCIL OF THE CITY
OF CHICAGO

Ladies and Gentlemen:

At the request of the Commissioner of Transportation, I transmit herewith an ordinance authorizing construction and associated agreements regarding a grade separation at 71st Street.

Your favorable consideration of this ordinance will be appreciated.

Very truly yours,

HOWARD B. BROOKINS, JR. ALDERMAN, 21ST WARD

9011 SOUTH ASHLAND AVE. SUITE B CHICAGO, ILLINOIS 60620 PHONE: 773-881-9300 FAX: 773-881-2152

COMMITTEE MEMBERSHIPS TRANSPORTATION AND PUBLIC WAY (CHAIRMAN)

AVIATION

BUDGET & GOVERNMENT OPERATIONS

CITY OF CHICAGO CITY COUNCIL

ECONOMIC, CAPITAL & TECHNOLOGY DEVELOPMENT

FINANCE

COUNCIL CHAMBER CITY HALL ROOM 305

121 NORTH LASALLE STREET CHICAGO, ILLINOIS 60602

PHONE: 312-744-4810 FAX: 312-744-7738

May 26, 2021

To the President and Members of the City Council:

Your Committee on Transportation and Public Way begs leave to report and recommend that Your Honorable Body pass the proposed ordinance transmitted herewith for a MAYORAL to AGREEMENT WITH CSX INTERMODAL, INC. - 02021-1648 An agreement with CSX Intermodal, Inc. for construction of grade separation on 71st street, repairs on 69th street viaduct, and grant of easement on 79th street. This ordinance was referred to Committee on April 21, 2021.

This recommendation was concurred unanimously by viva voce vote of the members of the Committee with no dissenting vote.

Howard Brookins, Jr.,
Chairman

Respectfully submitted,

Approved Approved

Corporation Counsel Mayor

Ctln/40<}.1

DATED: (e/