



Office of the City Clerk

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Legislation Details (With Text)

File #: O2021-1648
Type: Ordinance
Status: Passed
File created: 4/21/2021
In control: City Council
Final action: 5/26/2021
Title: Construction and associated agreements with CSX Intermodal, Inc. for grade separation on 71st St, viaduct repairs on 69th St and grant of easement for property on 79th St
Sponsors: Lightfoot, Lori E.
Indexes: BRIDGES & VIADUCTS, Miscellaneous
Attachments: 1. O2021-1648.pdf, 2. O2021-1648 (V1).pdf

Date	Ver.	Action By	Action	Result
6/2/2021	1	Office of the Mayor	Signed by Mayor	
5/26/2021	1	City Council	Passed	Pass
5/17/2021	1	Committee on Transportation and Public Way		
4/21/2021	1	City Council	Referred	

ORDINANCE

WHEREAS, the City of Chicago (the "City") is a home rule unit of government by virtue of the provisions of the Constitution of the State of Illinois of 1970, and as such, may exercise any power and perform any function pertaining to its government and affairs; and

WHEREAS, pursuant to an ordinance (the "1912 Ordinance") passed by the City Council of the City (the "City Council") on April 22, 1912, and published in the Journal of the Proceedings of the City Council (the "Journal") for such date at pages 3510 through 3543 (attached hereto as Exhibit A) and an ordinance (the "1928 Ordinance") passed by the City on July 11, 1928, and published in the Journal for such date at pages 3310 through 3324 (attached hereto as Exhibit B), the City authorized and required the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company ("PCC&SLRR") and the Baltimore & Ohio Chicago Terminal Railroad Company ("B&OCTRR") to elevate the plane of certain of their respective roadbeds and railway and railroad tracks within the City of Chicago and to construct, where appropriate, subways and bridges; and

WHEREAS, CSX Intermodal, Inc., a Delaware corporation ("CSX"), is the successor to PCC&SLRR's and some of B&OCTRR's ownership of and interests in their lines, as described in Section 1, Paragraphs 1 and 3 of the 1912 Ordinance and in Section 1, Paragraph 4 and 5 of the 1928 Ordinance (the "main line"), and therefore CSX has succeeded to PCC&SLRR's and B&OCTRR's rights and obligations under the 1928 Ordinance and the 1912 Ordinance; and

WHEREAS, beginning with a Joint Statement of Understandings ("JSOU") in 2003, the Chicago Regional Environmental and Transportation Efficiency ("CREATE") Program has resulted in joint and coordinated projects by and among the Class 1 freight railroads (including CSX), Amtrak, Metra, the Illinois Department of Transportation, Cook County and the Chicago Department of Transportation ("CDOT") to restructure, modernize and expand the freight and passenger rail facilities and public highway systems and

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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Sectiok 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 Tnion 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 rrquired to alenita the plana of certain of their roadbed* aad railway and railroad tracks within the City of Chicago,

April 22, 19TM ~*#»<><rats&i^rfisns

provisions of this ordinance and to elevate the top of running rails to "low iron" or "clearance" at each Miway, hereinafter *pecified. And said railroad that may separate these %rn»* accord> injf to "any plan sreed upon among themvlvM, provided such plan shall not interfere with the. conrtuction of a'lb--wsrvs-^at -fhe-^r?»de« -?i*r»iftaf4«r-spe- ei«ed.

Paragraph 2. The Eottfewobd-Con- r*ect| BR Railway p»mpany shall elwte tt* road bod and trseka from the Mast. Itns of Sonth 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| road and railw^v eottipanie« ntterejffd. of this ordinance and to giv* a. roin-; j From the North lijw of Wc*t Forty- imurn floor depth of 3 5 fert from the £ thirl »tn»t the tncMi may de«e?nd on top of the running rails to "low iron" ^1 \ a suitable and convenient gradient r?» a or "clearaiww"- at ea<h a'il>»:*r l>n»in-: \ connection with the prownt trsrka of after specified. ■ «.iid company.

Paragraph 3. The IUUimore & Ohio jj Paraaraoh 5. The railroad and r*IT- Chiea^o Terminal Railroad Comjinnv | way companies herein anthnrud to els- shall elevate the roadbed and tracka of vat* A* ^5" roadbed and tracks may cross Hs "(l>l>» vi Central Div^jnn" Trom \ each other at j-rade in the neiffbhor* the Bust line of Weatem amine bonle- i «f WHt Forty-ninth Street, or 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 Miway, hereinnfter *.pecifle<l- And said railroad that may separate these %rn»* aecord> injf to "any plan sreed upon among themvlvM, provided such plan shall not interfere with the. conrtuction of a'lb--wsrvs-^at -fhe-^r?»de« -?i*r»iftaf4«r-spe- ei«ed.

Par ,i2raph 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 tttefr-chants in their location and align-as murtic! railroad and railway cornea nEcs may deem necessary to maintain proper <£>nn<!cttpa&' 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

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 sufficiently strong 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 embankments entirely within the limits of the rights of way owned or owned by said companies, such portions of said embankments at all such points shall be kept within said right of way by them or they shall be confined between 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, then said retaining walls, if 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 Cairo relating to the fencing of railroad tracks.

Secnox 3. That the said elevated tracks shall be carried serosa all inter* 'feting: streets and avenues which by the terms of this ordinance are to be **Tovided with subways, on suitable bridge* of one. two. three or four span* whose superstructure shall consist ot steel or reinforced concrete, or a combination of the same, with eowe auit ^Me device provided, which shall prevent storm water, dirt, oil and other sub--tances from dropping from such elevated structures upon the subway beneath. The said bridges shall bo supported upon abutments of concrete or stone, masonry, or upon abutments and row* of iron, steel or reinforced concrete column* braced together laterally sod ereeted on aad anchored to masonry foundation* cpostrncted within the lines of the riffhi* of wny orvupied be wid companies and in the. center and curb line* of the intersecting avenue* and «treet». »* prbvided in the schedule of *ubw~Av* herein contained, provided th->t (he foundation* of retaining wall*, a'jiif menis »nd piers may project a rea-

«oiubl»» di&taner beyond the line* of the richt- of way occupied bv Msd writ* pnni** under the surface of the public-highway* and sid«*waifcs.

Socnotf 4. Paragraph I. That subways shall be constructed beneath Huj ; tracks of the main Use of the Pitt*hn^»,¹ Cincinnati. Chicago 4. Si. Louis KaiJi way Company where stud tracks are¹ intersected* and croeeed by West Forty- . third street. West Forty-seventh street, West Fiftieth street, We&t Fiftieth t Place, West Fifty-tint street, West ■ Fifty-Second street, West Fifty-fourth',-street, Weet Cerfeld boulevard, West, v Pftyeixth etreet. West Fifty nsnth ; street, West Sixty-third street, Weet Sixty-Sfth street. West Sixty -seven ti; street. West Stst\ eighth Mirvi-t an I \VV*tl | Sixty aiath 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 by West Forty-third street, West Fort-seventh street, West Fiftieth street, West Fifty-first street, West Fifty-second street, West Fifty-fourth street, West Fifty-fifth street, West Fifty-sixth street, West Fifty-ninth street, West Sixty-first street, West Sixty-third street, West Sixty-fifth street, West Sixty-seventh street, West Sixty-eighth street and West Sixty-ninth street.

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

Paragraph 4. That subways shall be constructed beneath the tracks of the Union Stock Yard and Transit Company of Chicago and the Chicago River & Indiana Railroad Company. Lessee, at West Forty-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 and/or the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway, the Baltimore & Ohio Chicago Terminal Railroad, the Union Stock Yard and Transit Company of Chicago and the Chicago River and Indiana Railroad Company, Le*5ec. (Street, fiiJ.O feet wide.i

The depression: of the street shall be not more than 2.6 feet below the established street grade to the east of the subway, making the elevation of the floor of subway 10.4 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 subway, ftiifl feet.

Width of roadway in subway, 46.0

f»-H.

Width of sidewalks. 10 0 feet each in subway.

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

The depression of sidewalks shall be uniform with the roadway and 0.3 or a foot above the level of the crown of *!>ne. Two lines of posts shall 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, 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 and Indiana Railroad Company, Lessee. (Street, 06.0 feet wide.J

The depression 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 less than 11.32 feet above city datum,

Level floor shall extend 30.0 feet beyond the east and west portals of 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.

Width between, walls of subway! 68.0 feet.

Width of sidewalks, 10.0 feet each in subway.

Width of roadway and sidewalks in

West, FortV'Seventh street outside of the sidewalk 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 or 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, 13.3 feet.

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, the Indiana Harbor Belt Railroad Company and the Grand Trunk Western Railway Company shall agree among themselves to separate the grades of all 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 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 subway shall be 9.0 feet above city datum. This level shall extend twenty (20) 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 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, 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.)

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. tOl's*.

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 way 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 sidewalk shall extend twenty feet beyond the east and west portals of the subway. From this level on - as shown in the plan - shall be a sidewalk 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 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, 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.)

The specifications for the subway in West Fiftieth street shall be as follows: 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

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Trunk Western Railway Com pany shall agree among tnen-getvei? that their track* shall eron earH other at
grade at West Forty-ninth street, then the specifications for tlie subway in West Fiftieth Place thal! be a., follows:

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.

^ fn the event that the Pittsburgh. Cincinnati, Chicago * *t -Louis Railway Company, the Baltimore .ft Ohio Chicago Terminal R.«lr*Md CompAny, the Union Stock Yard and Transit Com-p.*m' nt i\?> and rV I'hif.T.-w KiU'r Jr, fii.ljm i tt.iin<ut vi>j*any> I> |:k Indian llii^r I;-?i IUilr <<1 <%>Tnj>,u>v and the Grand Trunk Western Railway C^tiip ir\ **i ill \.>»>• :tfl■*•}••/ t V'si v3> t-s to separate the grades of their tracks at -West Forty-ninth street by carrying the tracks of the Pittsburgh, Qnciaanti, Chicago ft St. Louis Railway Company and the Baltimore ft Ohio Chicago Terminal Railroad Company berteau* the tracks of the other railroad and railway companies mcntio«cd So this ordinance, then the epecifloatiooa for the subway in West Fiftieth Place shall be as fottens:

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

April 22, 1912.

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 syjjway; '[From this level the approaches shall eJttand on a grade of 3.5 feet in 100 feet to a connecviion 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-iiioMi str*>«H by tarrying the track* ot the Pittsburgh. Uinciunati, -Chic-ago £--K^

and the Baltimore, ft. Ohio Chicago Ter-niin.il <http://niin.il> Koilttiid rVupiity 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
Ottilo 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'levdrtr. 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 -suffkient 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
connfclkio 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,

1. Under the tracks of the Pittsburgh, Cio-; and Chicago & St. Louis Railway Company and the Baltimore and Ohio Chicago Terminal Railroad Company. (Street 83.0 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 3% 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. Outside of the subway shall be the same as they now

33 IS

1. SUBWAY IN WEST SIXTY-THIRD STREET.

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 & Ohio Chicago Terminal Railroad Company. (Street 83.0 feet wide.)

The elevation of the floor of the subway shall be not less than 17.6 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 not to exceed 3.5% 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, 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 & Ohio Chicago Terminal Railroad Company. (Street 83.0 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

West 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, 13.0 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

> fU S>f*V j

Intersecting the south portal* of the subway. From the intersection of the subway and the street, the width of the roadway shall be 42.0 feet, and the width of the sidewalks shall be 13.0 feet each. The elevation of the floor of the subway shall be not less than 22.3 feet above city datum.

Width between walls of subway, feet

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 13.0 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 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, 12.0 feet.

April 1901

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.

April 21 W1.

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 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 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 south portal 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.

April 10, 1901

in the city of

The street shall be no more than 11 feet below the established street grade, making the elevation of the floor of the subway not less than 11 feet above city datum.

Width between walls of subway, 60.0 feet

Width of roadway, 42 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, 12.0 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 11 feet below the established street grade, making the elevation of the floor of the subway not less than 11 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, 100 feet in sub way. t;

Width of sidewalks, 10.0 feet each in sub way.

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.

b>i>|♦*■->.-.

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Sui>e.jy in vaith I-.l^a^et'i a:'C't tinder the Kng'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.

^tdth between w,UI* of sirliwivt, r,f,o feet

Width of roadway. 4;i.C feet in sr>b-way.

Width of sidewalks-, 10.0 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, K<■** feet,

Subway in Troop street under the finglewood Connecting Railway. f Street, 100 feet wide).

There shall be no depression of the street The elevation of the floor of the subway shall not; ie ?e<s than- t*.0 feet above city datum..

Width between walls of sub way, 6*,0 feet

Width of roadway. 42.0 feet in subway.

Width of sidewalk** 1'.0 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 Enplewood Connecting Railway.
(Street 100.0 feet wide).

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

A. »fil 22, IM12.

the subway shall not be less than 1*.0 feet above city datum. Width between walls of subway, 66.0 feet;

Width of roadway, 42.0 feet in sub-Way.

Width of sidewalk* 12.0 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 Enplewood Connecting Railway. (Street, 100 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 rifprc^-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

April 22, 1B12,

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 subway 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 curbs 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.

in fact is as shown on the plans.

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 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 Kinglewood 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 sidewalks, 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

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 Kobey street, under the Kinglewood 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 of not to exceed 3% for 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 Koyne avenue, under the tracks of the Kinglewood Connecting Railway. The center line of the subway shall be 3 feet west of the east side of Hyatt 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.

April sS, l«M2. i \b> 'sis»{ny m s;>»'■>'-.•

At, the hesd of each end every ap? proach the vertical curve shell extend not lee* than twenty (20) feet each side of tho intersection between the grade of the approach and the level grade of the present street. At th* f.i)M- of each and every approach the vertical curve saall extend not leas than twenty (20) feet each side of the intersection be* tween the grade of the approach and the level grade of the floor of the subway.

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

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inp the subways and appraehes. In the ercut, however, that the person or l'rrosoii*. 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 rsiirway 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 sbll 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-*orm-- 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 appraehes 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 aceerdaace 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 construted »»» 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 ptriid as shall be satisfactory to the Commissioner of fubire

.Works, of the Gty-cd C5Wc*gcv ordinary

wear excepted, socb keeping and maintaining to include all repairs or the entire reconstruction of the improvement

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when the necessity shall in the judgment of «*id Commissioner of Public Work¹* he occasioned by or through the a*e of fsully or inferior material or workmanship; and conditioned further, that if said company or company* »hnl! (Or a period of ten (10} day* after being notified by said Commissioner of Public Works to repair said improvement*, fail, neglect or refuse to make such repairs, is* CHy of Chicago may make <ueh repairs or have the same made, and said company or companies shall upon 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* and approaches as are required to n* contrswid 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 nve.

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 thit. 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 rails, of its tracks^ nnd, fur* ISe/nRe provision \$liar~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 w1 »pt'i--u-?h;-.-. • ■■ \t* •? by r<1*»t/n bf tl/*" *pr.:j'J of A
-ihl ^if^ t railway track* <n 5a...t <lt;ti>»ay1* t<< pro* pro>er and i&f* ekarano* from tin p©<t-» or rulunuH fr
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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<^*-vstion, fclevation, 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 coai'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 htwro 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~prwui'ed"OT-by-reason of the cou--struction of the subway and spproaches st West 50th street,

April 22, 1012.

al <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 equipaues, 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>rUti>r» OMsoseJ? of

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

Paragraph 5., The said railway and railroad companies and any contractor employed by it or them, in the execution of work herein required to be done, shall have the right to use the public water system, of said city and to use the time in such work free of all cost or expense.

"Such permission and authority are hereby given to said railway and railroad companies whenever the same shall be necessary in the furtherance of the work they are herein authorized 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 also hereby authorized whenever the same shall be necessary, to erect and maintain temporary tracks, structures and false-work in any of said streets and avenues during the construction of their said elevated railroad, subject to the approval of said Commissioner of Public Works,

Article 10. Nothing in this ordinance shall be so construed as to prevent said railway and railroad companies from locating and constructing the abutments which form the walls of the subway at such distance back from the line of the streets, avenues or boulevards, for the purpose of constructing and maintaining in the spaces or recesses so left between said abutments and said building, station buildings, with all necessary waiting rooms, and ticket offices or other building fronting on said streets, boulevards or avenues, uniform with the said building lines thereof and entirely within the lines limiting and bounding the right of way of said railway and railroad companies, and for the further purpose of constructing

within said lines stairways and approaches leading to and from said station building to the elevated platform and track, so as to facilitate the movement and convenience of the passenger traffic of said city, or for any other purposes in connection with the efficient maintenance and operation of the lines.

Section 10. That when the said railway and railroad companies shall have derated their roadbeds and tracks 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 all 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 railway and railroad companies. Provided, however, that this ordinance shall not 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 necessary and reasonable police ordinances in relation to the matters last above enumerated. That no person or persons employed by said companies in the discharge of their duties to enter or be upon or to walk across or along the said elevated structure of roadway at any place. The railway and railroad companies are, hereby required to light the subways provided for in Section 4a of this ordinance in the manner prescribed by ordinances now in force or that may hereafter be passed and in force relative to the lighting of railroad crossings.

Section 11. In consideration of the acceptance of this ordinance by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Union Stock Yard and Transit Company of Chicago, and the Chicago River and Indiana Railroad Company, Leasee, and of the agreement by said companies to do and obey the laws of the City of Chicago, and of the agreement by this ordinance, the City of Chicago agrees that upon the lines of railway hereinbefore described, namely: The

April 2, 1912.

Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Union Stock Yard and Transit Company of Chicago, and the Chicago River and Indiana Railroad, Leasee, between Western avenue boulevard on the north and West Sixty-ninth street on the south; the Union Stock Yard and Transit Company of Chicago, and the Chicago River and Indiana Railroad, Leasee, between West Forty-third street on the north and the south line of West Forty-ninth street on the south, and the Englewood Connecting Railway between South Halsted street on the east and the Pittsburgh, Cincinnati, Chicago and St. Louis Railway on the west, if it shall at any time require a crossing or crossings at any street or streets, avenue or avenues, publicway or public-ways, for which no subway is, such crossings are, provided in the schedule of subways contained in this ordinance, or shall open, lay out or extend any street or streets, avenue or avenue, public-way or publicways, 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 compensation on account of)antf taken for right of way of said street or streets, avenue or avenue, publicway or publicways shall be made by said company or companies; who the right of way or rights of way is or are to be crossed, and such waiver of compensation shall attach to had run with said land in 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 subway to be built by the railway and railroad companies across streets provided for in this ordinance. The work of such construction shall

be done by the railway or railroad company or companies, or (orogenies, interest) the amount to be paid by the city for such work and construction shall not be less than the actual and reasonable cost thereof, including bridges, respectively, of all the tracks of said company or companies then existing and in use across the finest of such proposed street or streets at the time of the construction of such subway or subways or yards of said railway or railroad company, or companies. But the railway or railroad company, or companies, shall not be required to do any work towards the construction of any such subways until the cost thereof may be estimated by the City Engineer and the Chief Engineer of said railway or railroad company, or companies, first shall have been paid over to said company, or rampant or department in the most responsible bank for its or their benefit and to be paid over to it or them at any time upon the completion of said work. The grade of the roadbed and track of said company, or companies, shall be and remain at the grade hereinbefore specified.

Section 11. Paragraph 1. The railway and railroad companies shall begin the construction of such work not later than the first day of January following the date of the opening of the street or streets and in full compliance with the work of elevating their tracks as by this ordinance provided by the City of Chicago. No strike, riot or riotous conduct shall prevent by strike or strikes, riot or riotous conduct of competent jurisdiction. The time during which the railway or railroad company or companies shall be prevented by strike or strikes, riot or riots, or such other causes, or legal proceeding, as aforesaid, shall be added to the time hereby limited for said work; provided said railway or railroad company, or companies, shall give notice to the Corporation Counsel of the City of Chicago of said legal proceeding. 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 construction of said work required to be done under the provisions of this ordinance, by reason of the obstruction of pipes, 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 openings as it is proposed to be

included in compliance 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 each embody the following features:

**■> A plan, on a scale of one inch 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 wall, the location of the portals of the bridge superstructure and the columns to (supprtr same, the limits of the level floor of the subway measured from the bridge superstructure and from the nearest lot line to each end of the level) Moor of subway, (the reference to the nearest lot line in each case to the nearest foot* the length of each approach to the subway, the widths of roadway and sidewalks, both in right-way and on the approaches, drainage provisions, all underground revisions and improvements' street car lines, whether they enter, et cetera;

>b> A cross section of the subway showing the dimensions of the subway specified in Section -ta. the elevation of the floor of the subway at the crown of same, the amount of crown* of the roadway at each side*. the elevation of curb, the rate of slope of the sidewalks, »U underground revisions and improvements, et cetera;

(e) A longitudinal section of the subway and the approaches thereto, showing the elevation and grade of the crown

of the Subway floor* and of the bridge superstructure. the vertical curve? connecting the level floor of the subways, and the original grade of the street, with the incline of the approaches, the length of the approaches, all underground revisions and improvements'.

fd> Each subway drawing to bear in the title the date of passage of the ordinance:

(e) Blank space for signatures of the following city officers in the order listed:

Engineer of Track Elevation. - Commissioner of Public Works.

Engineer of Streets. Superintendent of Streets.

April 14, 1915.

Hagimter of the Board of Local Improvement : \\, >,) of the Nⁱ Hi< Si \ i,
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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 | rctaioiu; Wilis oi said railway company, { .vitich lilicyj arc described as
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street to the north tmc of the right of
way ©f the £n«lcwood Connecting Ua>--
way Company.

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 Euglewood 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 outh 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!-tvay 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

Subdivwion afore- mentioned; also all that part *»f W<?t rorty-ainth street south of and adjoin-jeg the south line of wt forty-eight l IS| of block two 4Jt> of E. C. Ilulin^s Subdivision sformcAtioaed; also all that part- of We<t Forty-ninth street lying within the oae hundred tIOOi foot right of way ot the Pittaijurg, 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* t>eiitv<i>e <21i. tn«n.ty tw,> iii*, an l twentytbrye {Si), and north of aad ad> iouunif_ the north line of lots twenty-
four 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 XEINI3HED 8i.SJ.\"GS».

fn!'. 'u!- ftllcy soutfi 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 incliijive, 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;j*t- and west <M|tt«i'ii (\C>-) 'foot pii'l-e a'hys «o«tb of and* Adjoining the snath line of l(4 < oim* i I) to «iv both in.clu>ivr.flitd north of and aofoiini the north lirtc of lota forty-one ?4J) to forty* six (46), both iriclu* ve. in block* one Hi and four of McDsvld & Rhonda .Subdivision aforementioned: also all that pert of the east and we^L sixteen :(:«) foot public s'ley south of and adjoining the south lrac of lots bue (l) to six £6), both iacisiv-, 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 George 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 the west hn.lt <http://hn.lt> \\\ of the southeast Quarter i& E. %) of Section ae^en (7), Townebip thirty-eight (38J North. Range fowrttee (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-oek 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 tweniy-aix {20) and twenty-seven IS?) *a block thirty-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. h; 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). ;Eiut: of the Third (3d) PrLncipel Meridia*; ahto all of that part of West Flfty-nrst plaece 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-huudrttdtSr
' (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** Subdivfoiori 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 friacipjil Meridian: all of that port of the tint and »t.»t sixteen <16V foot public alley south or *isti adjoiniuar 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 ot lets two i\$) and three *3I of N^T. P. IgiehartV Subdivision aAjsreaaencioned; 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 lota 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 flty 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. ltlel»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 iac lif^ive, (extrpt ?*>nl«-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

itte 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 ?fmb-

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 aforementioned,

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 place 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
eixhteent oee-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.

l-lehart'a Subdivision aforemeftiood, 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), lexcept 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.«niiij; 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-

1NMJH3RED 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'iti 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
»rl*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
northwe.<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- Yfcbnd ".MI Priaei!i!}l M<H4< iin. "execnt tie north five (i» acres*; a^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 l: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-ilcnrCr 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 thbty-eijrht »;3S)
 NfTitn, llanr* fourteen (14 h Ea*t'l
 ■of tfse TT-<ri'7'lfir« 'r>p>l 7iTKTdian r Sesept, 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 the southwest quarter ? W. V4i- of Section eighteen TIS> Township
 thirty-eijtht i'iS) Xorth. Hanee fourteen (141, tait of the Third (Mi Pnneipat Meridian; alto all of that part of
 We>t Sixty-iceoiid street south of and adjoiitait the ^outh line of ts* ea^t three hundred forty <3>0) feet or"
 block t:>ree * if. sad north of aad adjointtjr the north line of the east three hundred forty I3-10) feet of block sis
 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 Et4Q> feet thereof), and lots on« (t)
 and two it), Uoek five j3>, sit ia the wbdiviaion of the south half fS. H) of the southwest qtutrt (S>. W. *) of See-
 tioa eighteen <18>, Towaship thirty-eigiit OS) North. Eaoge fwrteea (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 (t47« 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<<«* 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^luive; 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; «m3~ w>M of »*tnrtjolSTnjpTlie ,v<-t Jine of tots
 one hundred ni«el>»»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 hnndreil forty-six (N*,-, both inclusive*. ai>d eoath
 of and adjoining the *oiith Una of lots one hundred and thirty-Vix (134) ami tme hundred f<orly>»e »en (147> alt in K. A.
 Cnmtaing'g Subdivision afore-| mentioned; also alt of that part of South Lcevitt street lyinj 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

f
 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-! dueed 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 tve>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 Sutyrfourth 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 (I), 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 j3S> 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'it. 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

bit- iVo !;...?;>...! thirty-one ii.V-t' to
to two rewired forty *34>i). -both tnetyti"?;
alsa ati ot that f'art of the sitt-cn f tft}
foot ca>t and w(>t public alley south of
ar.d adjoining the south liie of tots three
la? (lived \i-ri PUT to three hundred
fcv->f>fy j;: ?0), h*->ti> ineHts".vev and north
of an) adjoining the north line of tots
three bunsircJ twcaty-lico t.;!l. *vi to -three
hundred £Jiin,y>.fotir *33ll. both inclusive,
nil Lri AUvfton* Hn'tcwool Addition
aforem«r0ti<S5ed.t rtN© { *}. of rku. part o5
Sinitb Leav: .tt street as laid our. in
rcicr's I{'>'v'ui5:<lvv«sfon cf lots three
fctuUrxsi twenty ?one 1321), three hundred
rvft*uy-two ?;:;>. thive bun lrc.l twenty-
thtve fe^-il au-l Huee hundred twenty-
four i-i'Mji., iii'AHertv's Kfyorlewond Ad-
dition aforementioned; also all of that
' part ot South ieavitt *street- lying be*
lv.i J'0 tfac north li«M» of lot- four hundred
fourteen ?4t4.- IUvUirted- we*t r, and the
wmtfi i'ino I ue of lot rive hundred seven
Cflrjt pTodii; 'et iv-:=i, omt between the
rorih line of Itt fiv, ' hundred nm> tye>gnt
tv*<i jcfTvluv<<-<j wv-f and the south line
<<i |>r ^iv, t>;ttjd>ed ni-iely-one <<Wt? pt*
-<j<««ed westr aJsto all of that part of
WfiVi Sixty'ninth plaiv .south of sail at'
jytoua-r the *>«>t>| lir:e of lot*, four l-uo-
viii- I tiffren. f->i.5i- to four hundred ejjrft'
teen .M8^!> 7 T<>t|i: ntlime, nnd

berth of and adjoining the «orih
 lene of lot* live 'jundred 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 ad-
 joining the north line of lots five hundred
 seven -550T), five hundred eight (SO*) and
 five hundred nine i!lOO); alio all of. that
 part of the sixteen «16) foot eaat and
 west public alley south of and adjoin-
 ing the south line of lot five busdred
 nvitr-ty-efght ?59'<). and north of and ad-
 ii>M'!tyrr.t. iie 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 StcfiOtt nineteen {10}~ Towrwhic j thirty-
 eight >:«W) North, Rang* fourteen vtI). 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: fitndred 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'rtv-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 flfty-' rive and six-ieatha
 (155.%) feet, xwre or fe*«, of that pert of West Forty'Seventh : place, West Kortv-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 Fifty-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

April 24, \$812.

right of way of s.isd mi:road; aivj ttJfj \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-fcacoa street a
 distancee of one huadred and twenty-five (lis) feet, more ear lces; also the west one hundred and Ave (10\$) feet,

and all wps public alleys in the, three -Works boundd by West Forty-seventh street. West Forty-ciphth piatc, the west line of the ri>bt ot way of said ruiiroad and South Oakley . ave> r;uo; also the west eighty-one, (St) - feet, more or tes\s, of the eXst and west public niley >n the block bounded by West Forty-seventh street, West-Forty-seventh phitv. South lloyr.e avenue and the right of way of the \$-1 id railroad: also the we-si one hundred and sis (106) feet, more or tcf?s> of the east and. west public at*ey in the block bounded by West Forty-seventh place, West Forty-eight h street, South Hoyne avenue and the right of way of t*ie eatd railroad; also the west om¹ hundred and ninety-two (11#t feet, more or less, of the east and west public alley in the block bounded by West Forty-eighth street. West FoTtv-t-iyhtli pl>fe., South Hoyne avenue a lid the riulit of way of the said railroad: aUo tiic w<t ninety-six. and four-tenths (0G.4) feet, more or le&e, of the east and west public alley in the Mock bounded by Wi.<<-t Forty-eighth p;ace. West Forty-ninth street, South Hoyne avenue and .the right of way of the -S3id railroad: also the west forty-four and two-tenths (11.2* feet, more or lees, of the east and west public alley in the block bounded by We^t Forty-ninth street. West Forty-ninth place, South Hoyne avenue and" the. r?ght of way of the said railroad: also the east two hundred (200) feet, more or le>, of the east and west puMie alleys in the four (4) Mocks bounded by West Forty-ninth Hreetj 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 les* 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 rig*Jt of way of the said railroad; s\so the east one hnnred. and forty {MO) feet, more or less, of the east and we*t public alley in the bloc*, bounded by We<t Fifty-first street, West Fifty-tint -place, the right of way of exiid railroad and South Oakley avenue; also the west, ninety (DO) feet, more or lcm, of the <\:..><*t nud 'vest public alley In the block bounded' by West Fifty-tint street. West Fifty-first place, South Hoyne avenue and the right of way Of the Ttuhl railnwS: al*o 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, of the east and west public alley in the block bounded by West Fifty-fourth place. West Cfarfield boulevard, South H 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 alley 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

S X]->M*il{f3; ft/SiifESS,

>ev"nt>i-0> jiiioo. 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 c-rainiy i* here by made a part of this ordinance.

The vacation of those portions of any east and west streets. b.er>»trbef<<<'e itifii-tioived to be vacated, 'ring west. >* the present right of way of the Pittsburg, Cincinnati, 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 preseat right of way of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company or west of the 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 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 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 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. <re*t. of and adjoining the property of the Baltimore and Ohio Chicago Terminal Railroad Company-

*t III)

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

piat-j; :>,:>; UY-t i'ii? v ,,,

i l stlwtJi >tn</. | A North and South Alley iU* I'm il^n

i l^U-fee?. i> W d?l I',-; A<* L.-.vM;?. Vr -.^J I arid-Oakley Avenii,-*, wo-; of j> (I f),*^<n-f int* the prooert.v of the fi.,-.- * 0,tlo: ttaagu Tr^ijj^: ;nan>v,il; c;; m-,,

: p30V, -ail ollfV t"l f Vil.rjo.rf <http://Vil.rjo.rf>. t t y! (MS. I

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

A Worth and South Alley not t(.,, : tti.Ofeet its .width heiweft."U->v|*t' i.tnvt. iUad -Oakley .avenue, Avesf oS si>:l.;td:<w-; 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 Jftcet- «lt») K-M^r 'Wf-ct Fiftieth pi:w.r; . c# W.^r F'fiv-cWt . street.

!; A Korth and South Alley not l>m than 1^{lf}-^ 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 ot 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 k>re>t- ;tiley south • of West F>?fcv-*e«c*>n-j **str^.- with' We*t Rftyi>'Nji;jd-sr7e«!.

A Jworlb and Seuch Street not ie*s tu*:j [SWl feet in- width between, Leavllt etrees :>nd iaikk-y Arenue-'west oj*' an-! 9d?<>t}-. !«U2' 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.!« jtrctt

• *:il:foy <t>vnu- we*t- of an;} ad wis-tV.f prou'rtty 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-[jftt (h? i-tsrfh 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 fecclon cightevi'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 ¥lkyne arenue, east of and adjoining the/ property of the. Pittsburgh, Cm-eiwiatt. El;U«yo and St. torn* Railway CoiRpaiyt »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. tUecro 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 eithr 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 allov 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 Coaaetdug Railway Company, the Battixnore & Ohio Ch'eago Terrain*) Railroad Company sad the Cawn Stock Yard aad Transit Company of Chicago respectively, and «led «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.

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

April 22, 1912.

VNi'iNlsliAii Ctiauvcs.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-erd.fisF* of tlx- t-ty Of ("hiv^go for ve»r S<niI-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 he dedicated, within si\ 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

lW-7-lfiflS AfifT t.le I lilt' Of r't'b

agf(>jrr)*ifl or agreement.? l.y s>-.*el com* panics tftis ordinance -Sjail not be ma-t-T.a:ly madtlicd or amended unlrr** said company or companies shall fcc in dV-fault in the performance- oi the, -■.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* ordinaaee 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 wl«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-mittce have fatted to acquire the property barein rrquired to be dedicated for street purposes, end .«a»d condemnation pru-i eeedhsgs. Anal! taertupor* be started hy the Oerporatton Counsel of the t ity of \ dips nee,' Chicago to condemn the pmpertv heielo \

requiml for street purpose.\ * -t. Mi *ai j***9* ^doiwe*

Swaaosi 18. Tti* ordineuice 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 Xothing 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«t>Ji power. witleM said railway companie^ihall with- *,'

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

MISCELLANEOUS BUSINESS,

t m i^i^whi* nf«tNT.5« afWMMrndf, ,iliai>{moi}i ^:tf am.

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

tjmj: rtxtn 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»'tive eonunitieev from w?>er.ce Oompany nnless 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^uuidtted to'rte >.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 nanee, by its acceptance of the ordi- i «cs«U.r meetbn-iwU .Mor.day. Aftrl

Exhibit B 1928 Ordinance (attached)

rage i or i

JOUITiv r^~CITY CODNCJ-Jj,

kewie/.. Smith. Mink., Kuimll, SeIT. NUHser, Mills, AcInm-owski. T. i. -Bowler, Craw*, Lu earlier. IrVisimbuu. Nelson. Hoollen. Miisseu, l-Vanliniiiiiiiir. Most--15. 'Says-None.

Proposed Knacliieill (if Li-||).Hlnti«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 Ciiyf CfUiul Assembled:

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

Respectfully submitted,

(Sined!

Oscar F. Nki-sok,

Chairman.

Alderman Nelson mnv?ii to concur in said report.

No renuest beina made by any two Atdermen 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.

Olii-iiiio i Western Indiana It. Il. Co. and Other Huilrnad Companies: ilequircmrnt. fin- the Klevnliuii of Certain Railroad Trm.'liS.

'lil" llii:ill!• on Track Elcvaficui submitted a report roi.-omrti'ndinj Mm passage, nf mi ordinance submitted f.hnrpwiHi aulhm-izine and rQiniil'ina the Chi-i.'ii-" and West'i-n Indiana Haili-oid Company iiiiil other railroad companies lo elevate the plane of eoraiin nr their tracks at West Tilt!) street from South Wood slri-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 sailr ordinance.

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

Lu 'Uj.'fi-r i:iiiiidof:i?ion (if said n:}iorl. rnr rimil aftion

th'i-i'f-.n nni.ii I ho r'.iiliilar iiiiectiri", and 111o ques-tion hciiiiL- 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'tij:s-

m:in, tTiiiTri-iy, Wooillml), MoyHnna, rinvirr, llownn.

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

11>jiri. Mi/Kiithy.

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

'S'l'n' inll.twiMi: i.< yaid iM^linrni:': as pa/ff'-il:

AN OIIDINANCE'

Authorizing and remiiring Hie- Ohicairo and Wunlern Indiana Railroad Company,, the Belt Railway Ciyn-putty of Chicago, Hie \Vahu5f1 <file:///Vahu5f1> Railway Gompany, The Pittsburgh-.. Cliiirliinati.
 Cjji«ajjo. &■ Si;., touis Kadroud Cornjiaiv. 'l.Miii Baltimore amJ. Ohio' Clii-cngo Terminal Itailruad Conft'iaii, imd'Tht; Haiti-more ami. Ohio Connecting Itailronn' Oomnnny. re-apectively. In elevate
 the plone of certain of their railwiiy tracks within the City of Chicago, '

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

Skmion 1, Paragraph I. That the Chicago-an"" Western Imliana Hailro.ut Company,. Tho [ult' ftaii-■ wlv Company of Cbicagu. the Waliasli Huilway-Coiri.-i priny. The PilMhui't'li, Oinnfniiati, OliitnjoA'
 St. iLouls-fUitriad Company, Tin; Baltimore-n nnd Ohio: Cli.i^'. ca=O Trntmal Hairoail Company, and The. Balliilipro and Ohio Cnnnectms Hailroad Company are eucli'j'd-snect'ively. lierehy requirait and
 autiorizud'to elevate 111""', plane of certain of liieir roudwlis unit- tracks within certain limits in tho City (if Cliir.ago: in lie, iibiuu:-,' and u)jou liii» cimititiorts hcreinaflcr:- spd-. cilled, that, is to say:

Paragraph i'. Tho- Wahaui Kailv«y Company: shall t'l'uvalc 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 uieit.
 -in such a mamei- ai to comply uilh the provision!:"of thi.- ordiianee insofar as i-otniliiona are inposej upots thu said Wabash Railway Company.. From the west line of Soul.b Wood, street the
 tracks' .of .-ai.l Railway Company shall exr'.eiifl weslo'ly on substantially a lewlj grade to a point on tlni wiisl./liui;. of South Dniuen avenue, where the eiiiyalioii of _the top of rail shall be not less lhrn
 38.5 feet, above City datum: from the west, line of Soxitli Darnon avenue the tracks shidl descend on a suitable'grade' la elevation 31.3 feet at (he crossing, of the: tracks of The Pittsburgh. Cinoinnuti.
 Chicago aaid^St. Louii ll.'iliniul Cfinipiuy. The Drill inioie aini Ohio Chica'gn Terminal Hailmad Ciunpany. nnd The Baltimore^and Ohio fjnnectin; Railroad Company. ;' thence'said tracki jhali rise on a
 suitable arailo to the east, line of South Western avenue where t.lit-ir elevat.-'Oiuithill be not less than 3M.il <http://3M.il> leet above City datum: tbiVrcc 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 t'o connections: with existini; tracks.

Parititafih 3. The Chicaw and Western Tndiana Itnitr^'inl Ct.'iupaiy and The rteli ItaiKvay Con^paui oi' Cliienijo ■liii'.ll olfviiti' tndr nnnliieit.-' and. tracks between the west line of South Wood street on
 tho east, and the northwest. tim- of Colinihu.-'. nveiuie, 011 the west in such a niinnnr :if. t.n empty witi-thn provisions of this ordinance. insofar as conditions ■ ari; inipis:liil Lipim the said CbicarsO and
 Western Miilhma RailrnmI Company ami. Tim Hell Hailway Company of C-hicaiJO. l.'roni fin.: west tine of South Wioil street l.h's tracks of said Haili-iHui mid Hailway Couipuuies sluill litlcmI rise on a
 sulistanliffily n level eride to a point on tin; west line nf South fJaioen avenue, where the elevalinii of lop of rail shall be uot 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 eititfins of the tracks Of The Pittsburgh, CliieirsnaI.i, Cluuapn imil St. Couis thilii:'nl. Coiipiuy. The l.lntiuiore and Ohio
 Chir.ngu 'l.eniiiiiii l-fetiUand rntnnany, and-Thu-anliianre jawl. .Qhttt. CoriMi-elim. l'liitlmad Conipny: thence said; track;

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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>:ljiii<:e Of about. "1,030 feet to the northwest Jirni of Cofmtnius 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.

Parairrapli ■<. The Pittsburgh, Cincinnati, Chi-
 cago & 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
 ounpty-wiLli the. provisions of this ordinance insofar
 l as condition;-:ij-< 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 (latum:
 from the south line of West SeViinty-ibii'cl street the tracks shall descend on suitable era'des to nlevalmn. of 31.5 feel ni, the crossing of-tbC:trac>-s or 'the
 Chicago ami'Western Indiana Railroad. Company. The Do If 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 <m 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-seveulli 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
 i 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-uinIU
 street the tracks of said railroad company shall extend southwardly on substantially' :r level grade lo the'sooth line <j> 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- 31.1> feet at thecrossings of the Track's of the Chicago and Western. Indiana. Railroad Company, The Bell, Railway Company ofChicago, nnd the
 Wabash Railway Company ;■ thence said' tracks shall ascend on suitable fcr.ailles 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 Itiiliioini Company shall elovato 11* roadbed nnd lvackc¹ ffrom ils connection with l.tu; tracks of Tlie Baltimore and Ohio
 Chicago Torminal HailEfiuulCoitr.. " . natlyTSiaFWeit;eeventy-fd«rth street, extended, on
 the north lo the south line of West Unfilly-sKvcrth street on the south, in such a maiuer ns to comply with, the provisions ol" l'h'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, tlie tracli.> of The Baltimore and Ohio Comieel.i on Railroad i;.,i,i-pntiy shall' descend on suitable (nides 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 Rrailway Company,
 l.tietiee said tracks shall ascend on suitable grades to the north line of West Sevenly-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 reniurd 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. ff the railroad and railway companies herein mentioned shall airi-ee unions l.tieru-selve.-t to eliminate the railroad 'ji-ade crossing at Scvcnty-Ofth and f.cavilt' streets "iso-called., they are hereby authorized and empowered "o to do ln such manner and upon such terms and conditions as tlicy may now or at any time hereafter agree upon: provider! such agreement shall in nowise change the speeiliations, irielmlmir those establishing the grades and elevations hi.M-einri.fter <http://hi.M-einri.fter> specified, for subways within the limits suited in tin's ordinance.

[illegible]

SECTION 2. Paragraph 1. The etiliiaikiien!.- nu which said elevated roadbed- .tml lc:u:ks siialt be Coirposed of a uv material l hat. is of a penmmeil.

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Page 1 of 1

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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 lived and 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 snob points shall be kept within said right of way line? by retaining walls of concrete cribbing or masonry: provided, however, that wherever any snub retaining wall is constructed of insufficient height to properly protect said rights of way ami to prevent trespassing (hereon, such retaining wall shall be surmounted with a suitable fence or railing; and wherever such retaining wall* are 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.

Sections :s. Parairrapli 1. The elevated tracks shall be carried across all streets in which subways an; 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 present storm water, dirt, oil and other substances from droppin? from such elevated structure upon the subways beneath.

Paragraph 2 The said bridges shall be of (he so-called "ballasted type", cmi.--irur.ted <<http://cmi.--irur.ted>> according to the most approved practice to insure their being permanent, noiseless and waterproof, 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 and anchored to masonry foundations constructed within the lines of the city's section? avenues or street-⁵ 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 not under the surface of the public highways and sidewalks.

Section- -i. Paragraph I. The. Chicago and Western Indiana Railroad Company. The Helt Railway Company of Chicago, and the Waha'h HriiSway Company shall construct -ubways hfoealh their l cicks where said tracks are interceded and crossed by South Dainen avenue mid South Western avenue.

Parat'raph 2. The Chirajro and Western Indiana Hailrud Company and The Helt fluilvay Gnnipnny or Chicago shall construct a subway beneath their ducks where said (rack.-: are intersceled and crossed by Columbus avenue.

Paragraph The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company shall construct subway beneath its tracks where said tracks are intersected and crossed by West Seventy-first street, West Seventy-third street, West Seventy-ninth Street, Fifty-third Street, Fifty-fifth Street and West Fifty-seventh street.

Paraanip i The Hallimore and Ohio Chhmlvi Terminal Terminal Ituilruad Company shall const ruct. subway* lien'.ilh its tracks where said tracks in: intersected and crossed by We-t Seventy-firs! -tree!, West .^evetsly-lisird afreet, ami West Seven -t-y-iilnlh street.

PaniL't-tpb ;V 'The Pall in'ore and Ohio Cnniecl--inc-firi-iii-retri-i-7'TnTtTiati.>'fTii {'^TUTvi;nni:r'oib^i;^~be-neal.li lis tracks where said' tracks are intersected and crossed by West Seventy-ninth street West' Eighty-third street a

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

Subway in South Dauien avenue under the track? of the Chicago ami Western Indiana Railroad Com--pony. The Bell, Railway Company of .Chicago and the Wabash lliitwiy Company, (Street 60 feci wide.)

The elevation of the floor of the subway aiuiftir' the roadway outside of said subway, lo points 'not les.s than i'O feet beyond the portals thereof.' shall be not less than Si.5 feet above City datum. From such elevation the approaches shall extend on,' a grade of 3. (1 feet in ion fuel lo connections with the surface of tile 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 56.0 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 caen. sidewalk space immediately inside tile curb liiu; aim 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 (be tracts 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 at the point of curvature of the vertical curve at the foot of each approach shall be the same 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 on the west side and 25 feet on the east side.

One line of columns may be placed in the sidewalk space immediately inside the curb line, and one line of columns in the center of the roadway to support the superstructure. The face of the west subway wall shall be placed in the center of the roadway, providing any such

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; the face of the final subway wall shall be placed on the east street line.

Clear headroom not less than 12 feet.

The existing 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 (5th) Township Thirty-eight North, Range Thirteen

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131 East of the Third Principal Meridian, thence
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 (111.16) west of the intersection of original southeasterly line of Columbus avenue with said east and west center line; thence northeasterly on straight line to a point with said east and west center line of Fifty-three Degrees (3.5) 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 (113.5) 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 on the side 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 110 feet. Width of roadway in subway 60 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 20.0 feet above city datum, from such elevation the approaches shall extend on a grade of 3.11 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 11.0 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 11.0 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 1.0 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 11.0 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 11.0 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 1.0 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 11.0 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 11.0 feet wide.)

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Page 1 of 1

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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 1.0 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 11.0 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 11.0 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 1.0 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 the curb line and one line of columns 'may lie placed in the center of the roadway In support line superstru-Uire

Ceilj- ho.oliv i'jiii lji>. ies; (hall l'l.f. feet.

vary more than one (l.lti loot in six

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

SlitC-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 'iOu feel be-\ond ihe portals iliere-nf. and from .such points shall vary unit-:..tool; l' III'- established wutib .-if Mo- roadway at the he.i.l of each apprueli in every street wlo-rem .-ueli estal'.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^iuiet' of Public Wnks 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 llic grades -o/^^lt-tfr-*^:rrcrs-md"-:itlTT>^--ttnt-"iil-ei'=eri--|tiTr np~ prooehi-s to subway; ilesra-iliel'in' 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 iiii. l 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'if-ed where the cuds of the approaches to said subvayi connect at the top willi the. grades of the 'street* and at the bottom Willi the grades-of l.lni siinway floor* specified hereinbefore in Section ii-ri'V.of this ordinance.

At the bead or each nnpoty.h. lo cadi, sufiwoy llic vertical curve shall extend not. less than l.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 [nideol! dhe 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	each subway shall
be not less than forty-five (iS.O)	feet from the
end 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 as 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 and provided lo restore them in all reaped-:; lo their fin'mcr si ile of *os.e.l'nlr.eos, the entire expisii;e of winch shall be borne by the raiirud or rjiilway ciiipany or corupinies involved.

The sewer m Columbus avenue shall be rr.luc.nled <http://rr.luc.nled>Ihroughi the subway herein nrmvired for itnd. i.ipuu the approaches I here to l11 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 backliietl w.il.li sanil. LvritN'el. cinders or any other niiferinl sat'isffie-lory io llic l'omiu.issioner of Public Works, iind lloodeii or liinped in such manner as f,o insure the full sel.ftf.'itiesil or >(n:ji jic:li-illinu liefonj the piive-i'ionf is laid; pi'oviled. liowiiver. 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.ifiier than any id.reet. railway eohipoooy 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'r'mff<li;unf, relocation, replacenieit or ci.iiiovul ile-rcol' as may be rcptiu'ed lo conform In llic i;u-k elevation herein provided for "as the-work or such elevation progresses. Hut flilil-requirement shall tint, be conclusive of the-'tiar bilify for the expense oT such rearrangement, relocation, replacement, or rezinival, it, beuf the pi.i'ipose ami intent, of l.hi.- provision thai, such expense, as iiiiioitii; 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 l iulorruid<-il coil- ■ -finiKiirt-of- ^thr:C-phbtic-util-ity-s*1 rvicc-insnf ar-as--

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! (lie :-:aipo reasonably possible iit Hie. judgment-
i of the Com'missiQmjr of Public Works:

■ iioragraph 3. Tharairoad and railway companies, priitiwherefo, slui.ll <http://slui.ll> jrive reasonable, notice in writing 16 l.be u-wner or owners.. les.see or lessee* or any .wise or. wires crossing the proposed elevated roadbeds aforesaid; to remove or change, the location bi said wire-Or wire? as. hereinafter provided; rind in.-casij of the inability of said railroad or railway 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'wir?- the- 'owner or owners, lessee or lessees of which they are unable to ascertain, and said Com-caiie, 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-sicner 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 raitroiid'or railway companies as aforesaid, hi; shall authorize the siid- railroad or railway companies to* dispose of said wire 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 railway companies, or said. CoDirriissirjncr 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 cities in conduits, the necessary consents being, properly secured, or can be passed through the said cities--provided for in this ordinance. In the event that it is contemplated by the 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, 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 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-er of Public Works may determine; provide: -

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 15. 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 for 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 lying below the surface of such streets as are not provided with subway under the terms of this ordinance, 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 superimposed weight of the street.

Section 7. Paragraph 1. 'fin.' subway- and approaches thereto shall be constructed by the said railroad and railway companies in the streets and avenues at the following structural requirements:

(a) In any street, which shall be improved with pavement other than macadam or asphaltic macadam, the surface of 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 roadways 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 the subway shall be constructed in intersecting streets and alleys described in subparagraph (d) hereof, shall be paved with No. 1 granite block pavement laid upon a base of Portland cement concrete eight (8) inches in depth. Any portions of such approaches beyond the limits of the area hereby required to be paved with granite blocks shall be excavated to the grade required by this ordinance, but the railroad or railway company or companies shall not be required to pave same.

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Page 1 of 1

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required to be paved with granite blocks as above provided, shall be improved with pavement similar to that upon the street at the time such approach is constructed.

(c) In any street which is unimproved at the time the subway therein shall be constructed, the roadways 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 point shall be closer to the tunnel, portal of the subway, (except any portions of said approaches beyond the lines of the street in which the subway shall be constructed in intersecting streets and alleys hereinafter provided for in sub-paragraph (d) hereof), shall be paved with No. 1 granite block pavement laid upon a base of Portland cement concrete eight (8) inches in depth. Any portions of such approaches beyond the limits of the area hereby required to be paved with granite blocks shall be excavated to the grade required by this ordinance, but the railroad or railway company or companies shall not be required to pave same.

(d) In 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 excavated to the grades established by this ordinance and in the event the said intersecting streets are improved at the time the subway is constructed, with a pavement other than macadam or asphaltic macadam, they shall be paved with No. 1 granite blocks laid upon a base of Portland cement concrete eight (8) inches in depth; if said intersecting streets are improved with macadam or asphaltic macadam, they shall be improved with pavement similar to that upon the street at the time such approach is excavated, unless said intersecting streets are unimproved, no pavement shall be required.

(e) Provided, however, that the roadways in the subways and on approaches thereto in West 71st street and West 73rd street, shall be paved with No. 2 granite blocks within the limits required to be paved with granite blocks as provided in sub-paragraphs (c), (d), and (e) hereof.

(f) The "limit of the right of way," referred to in sub-paragraphs (c) and (d) foregoing, shall be the right of way line which intersects either side of the street in which the subway is to be constructed at the point furthest from the portal of the subway.

(g) The curbs and sidewalks in the subways and on their approaches thereto shall be constructed of concrete, and the curbs and sidewalks upon the approach to the subway shall extend a distance equal to that of the pavement to be constructed by said railroad or railway company or companies; provided, that in any case wherein the said railroad or railway company or companies shall remove, damage, or destroy any sidewalk in excavating for an approach, the said railroad or companies shall construct a sidewalk to conform to the grade of such approach in lieu of the one removed, damaged or destroyed.

The sidewalk upon said approaches shall be constructed to the walks in the respective streets on either side of the subways but shall not be less than six feet in width.

All such pavements, curbs and sidewalks shall be constructed in accordance with specifications approved by the Commissioner of Public Works.

Paragraph 2. Before doing any work under this ordinance, the contractor shall file with the City Clerk of the City of Chicago, its personal bond in form approved by the Corporation Counsel of the City of Chicago, in the penal sum of twenty-five thousand dollars (\$25,000) conditioned that in constructing the improvement herein specified it shall furnish and use good material and employ such workmanship its will insure such improvement to be free from all defects. The obligation of the surety upon said bond shall be terminated respecting each subway herein provided for, as such subway shall be completed. The satisfaction of the Commissioner of Public Works.

Molding herein contained shall be held or reconstructed 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 person or 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 required to be constructed by said companies, except that such companies shall not be required to pave any portions of the subways occupied by or which are adjacent to street railway tracks, which by reason of laws or ordinances it shall be the duty of any street railway company or other corporation, to pave.

Paragraph 4. Any street railway company or companies occupying any of the streets in the City of Chicago crossed by said proposed elevated roadways and tracks of said railroad and/or railway company or companies shall when and as the grade of the entire width of the roadway of such street shall be changed by excavating to the subgrade 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 its or their track or tracks and do and perform all other work, of excavation, removal, construction and reconstruction of street railway tracks, trolley poles, trolley wires, electric conduits and other street railway property necessary to the proper elevation of the railroad tracks hereby required to be elevated, as in this ordinance provided. But this requirement shall not be conclusive of the liability for the expense of such realignment, excavation, removal, construction or reconstruction, if being the purpose and intent of this provision that such expense incurred by any street railway company or companies, as among the parties involved, shall be borne according to and agreeably to law. 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.

Provided, that nothing in this ordinance contained shall operate or be held to relieve said street railway company or companies of or from any liability, however created: at their own expense, alter the existing restoration and reconstruction of said street railway tracks and properly provided for or necessary

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

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Paragraph 5- Ejtcblp 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. ahi.rl.ing properly caused by the ox-.cavalion..elevation .or depression or change of grade ■iuitlo. iu' any of the public avenues, streets or alleys, incidental.to the ett.vat.ion <<http://ett.vat.ion>> of Hie roadbeds and traces of' said'company or companies as herein required" ■lOi be elevated, or to defend any suit or suits thuL may. be brought by or against nny party or parties for-the recovery of any such damages, but for and in'eipiisideralioh. of (he agreement of the railroad and ■railway- companies herein mentioned to do and perform all the obligations upon them imposed by this ooidiYiance, all such 'damages, if there be any, shall be"adjusted nnd paid by the City of Chicago and said- City Of Chicago will assume the defense of any and all suils/ 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 anil shall assume and pay. all judrsinenti recovered therein: provided, however,, thai, 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 siipiilalions in¹ this paragraph contained arc. however, made upon the condition peace-, dent that in case any suit be brought, against, said compiiny 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, :foe the purpose of. enabling such defense to be made ■ by" the City.

Paragraph 6. The said railroad rind railway companies and any contractor employed by them, in the execution of the work herein required to bs done, shall-have the right, in the performance of such work lo 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 llic work tin.)¹ ate herein authorized or required tfl 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 lite same shall be ncocz-saiT. lo erect and maintain temporary "mftdways, tracks, structures ami false work, in any of said streets anil avenues during the construction of said: elevated railroads, subject to the like approval of tho Commissioner of Public Works of the City of Chicago; provided, however, that construction work shall b'e 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 mimed or contained 'shall be so construed us to prevent said railroad and railway companies from locating ami constructing the. abutments which form the wuils of any subway at a 3ii-lleleIU distance hack from the building or lot lines of the s'reel or avenue, for (lie .purpose of constructing and maintaining in the spaces or recesses so left between said abutments and said building lines, station buildings with all ^neL-essar-y-wait-itf-i'i.^ buildings fronting on said street, or avenue, uniform with llic said building lines thereof and entirely within llo 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 mid approaches leading to and from ?aid station buildings to iho 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.

SriiriON 10. When the said railroad and railway companies shall have elevated their romiheds and I rack? in accordance with ihe provisions of this ordinance so that the same .shall lu? ready for use and so accepted by ihe Commissioner of Public Works of the City of Chicago, then and thereupon nil 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, 'his ordinance is not. lo be construed as a waiver or surrender by the City of Chicago of any of it.; police powers, or of the right at any time hereafter to pas3 necessary and reasonable police ordinances in relation to the matters and thing3 above enumerated. After the tracks are elevated il shall be unlawful Tor any person or persons, except employees of said companies in (he 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. IT the City of Chicago shall al any time l'p.quifo n crossing or crossings at. any street or. streets, avenue or avenues, public way or public ways, for which no subway is provided in llic 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 anil Western Indiana Railroad Company anil The Belt Railway Company of Chicago, the elevation of which is hereby required between the west, line of South Wood street and the northwest lino 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 ami the west line of South Western avenue: or across the right nf way of The Pittsburgh. Cincinnati. Chicago & St. I_oui3 HailTond Company, the elevation of which is hereby required between the soutti line of West Sixty-ninth street and the South line of West l'idghly-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 ttailroad Company, the elevation of which is hereby required between the sotitti line of West Seventy-fourth street, extended, and thu south lino of West 1-igh.ly-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 nr railway companies, and such waiver of compensation shall attach lo and run with such land in ihe -hands.of any grnntwnr ^mrop-nfTsrflKITwjrifintes.

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Page 1 of 1

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"VUf. provision in this section including waiver of nkn11;■ niss;11.iim for land I alien for a sired or streets, shall :ipi>ty tn lamI owned, used or occupied for a railway right of way al. the lime of the opening oT any such street or streets. avciute or avenues, public way or public ways, but the sole wl nnd expense of the construction of such subway or sub-, ways and of snub bridge or bridges .ms may be necessary to carry all llie track- roustncled .or which may be hereafter constructed within the limits of said companies' rights of way shall be- borne and paid by the City of Chicago without expense to said railroad nnd railway companies, and in no case, shall such subway or subways, bridge or hridjies, so lo be built, be inferior m any respect to the bridges and subways, provided for in this ordinance, lo be built, hy iho railroad and railway companies across and in streets.

The work of such construction shall be done by the said railroad and railway companies and the amount to be paid hy the city for such work and cimslruefioii shall not exceed the actual and reasonable i"osr. fhiu'eut'. Said bridges resjiocl.ively shall he consructed so as to support and carry across the lines of such proposed director streets all the tracks of said companies then existing or which may thereafter he constructed within the limits of the right* of w*ny and yards of said companies as they exist nt the time of the passage of this ordinance.. The said railroad and railway companies shali not be required to du any work towards the cons.U'uclojff of any such subway until the cost, thereof as may he estimated by the Commissioner nf Public Works and the Chief Engineers of said railroad or railway company or companies, lirsL shall have been paid over io said railroad or railway company or companies, or deposited in some responsible bank for its or their heneit and to tie paid over lo it or them in monthly insltlbnens upon eerl ifleals. of file engineers in charge oT said work proportionately as said work, progresses. If the aciuol cost shall exceed the amount so paid over or deposited, the City nf Chicago shall reimburse Hie railroad or railway companies for the excess cost, and if the. actual cosl shall tic less than the amount paid over or deposited, the balance shall be refunded or returned lo tlni city The grade of tile roadbeds and. tracks of said railroad or railway company or companies shall he and remain at the srade as thou established.

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Sii'Viei\ i;. Paragraph 1. The Chicaao and Western bulimia ftairoiol Company. The Kelt Rnjlv.-uy Company of Chicago and the Wnbash Railway Company shall complete lhc elevation of their tracks over and tie' -ubway in !>oiilh Western avenue on or J.ioli.r> -,epleuiber lath, IT-!'), anil shall complete Hie subway under their tracks in South Dameu avenue on or before l'ecceiober Hist. 103a, provided, however, a contract, lor paving and curbing in the roadway in South ljiiiiieu avenue between West Sevenly-lourlb street ami West Sevenfy-iimlh street shall hitve been entered into one ye'r prior lo that dale and notice of same given llie said railroad ami railway companies, by the Commissioner of Public Works of the City of Chicago. If oiclt contract, shall not have, been eoteriol into by lleeiueber Mist, l'iKI.i, then such subway shall not ho constructed unfit such contract has been entered into and notice of sane* given saol railrond and rullway companies by said Commissioner of Politic Wurltx. Upon receipt of njeh nolice tho said companies shall preened with the work of constructing said subway.

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shall Coin oleic, llie elevation of theiivtruekri over and l.tii) subway in Columbus, itvonue oh or ib'cfore 'December :tslf, 11)33.

'Phi; Pittsburgh, Cincinnati, Chicago, and St. Louis Railroad Company. The Baltimore-and-Ohio Chicago Terminal Railroad Company, and The Baltimore and Ohio Connecting Railroad Company, shall.-complete the elevation of their tracks-oven and the subways, in the following named! streets on/or'b'cfore the-.follow-iug dates respectively : West 79lb street.,September 15. 192": West S3rd: street. December'lit; l'930rWest S7th street, December 31, 103\$; West, 71st street, December 31. 193r>; and West 73rd street, December 31. 1335.

The Chicago and Western- Indiana/Railroad;Com, pany, The Beit Railway Company of Chicago, The Wabiisli Railway Company, The Pittsburgh; 'Cihc.in--nnli. Chicago and St Ijouis Railroad Corn pany,. The Baltimore and-Ohio Chicago Terminal Railroad Company and The Baltimore and Ohio Connecting Railroad Company hereby agree flint the work of raising the crossings of said, railroad, and: railway companies to elevation 31.5 [eel.shall be undertaken and carried out prior to elevation of sa.id railroad and railway companies' iraelts over subways to .be teu-struLed at West 79lli street., nnd' South Western avenues.

The work of elevating the tracks her'einbeforeTe-ferrod to shall be. completed within .the- time limits hereinbefore speeiflud, unless prevented by 'stnto or strikes, riot or riots., or other cause in tlhis ordinance specilied, or restrained by injunction"or other order or process or a court of competent jurisdiction. The time during which said company or companies shall be prevented by strike .or strifots, riot or riots', or such other causes or legal proceedings a-i. afore^ saif. shall be added to lhc lime herein limited for said work, provided, said company or companies give notice in writing to the Corporation Counsel bt' the City of Chicago, of llie institution of said-legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by nny person or persons -seeking- to enjoin or restrain or in any manner 'interfere with the prosecution of said work and move fur n-dissolu-tion of such injunction or restraining order and for any other proper order in such suit,

Paragraph -. And it is further provided, that if. 5aid railroad or railway compimies shall be delayed in (be prosecution of the said 'yi>i-k required' to he done under lhc provisions of this ordinance.; by reason of the obstruction, of pires, conduits: wires or properly of any private corporation or. individual, as mentioned in Section 5 of this ordinance, or by reason of any delay on lhc part of the City of Chicago ur any of its officers in performing' the duties imposed upon ihe City or its officers-by this ordinance, in respect lo Hie work herein required Id bo done hy sani railruad or railway companies, then and in thai event. lhc time which said companies shall be. so delayed shall be added- to the time during which said companies are reipaired by the term's Of this ordinance in couiplelu inid WO'iK,

Si;i'Tin,v 13. All the work, hereinbefore, mentioned required jo he done by ihe said railroad and railway companies upon or in connection with tile, public iti'iiuues and si reels of' the oily shall be done.and performed tunler the superintendence of ami subject ■ lo the msncl.ion and approval or the Commissioner of Public" \V. »rts of the City of Chicago, and the cost of such inspection shall be- paid' hy the said railroad and railway companies.

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Page 1 of 1

incut ">" any part of such work, the plans therefor shall be submitted to said Commissioner of Public Works for his examination, and if found to be in conformity with the provisions of this ordinance, the City Engineer shall cause the same to be filed in the office of the City Engineer. Winks in regard to matters and things which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and upon his approval all of the work outlined and included therein shall be constructed in strict conformity therewith. Said plans to be known as "RCLiKu" shall embody:

F'triTi- A general plan or exhibit, on a scale of one inch equals one hundred feet, of all right of way and tracks 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 as said right of way exists at the time of the filing of said plan. Said plan shall likewise show all tracks, retaining walls and abutments as it is proposed to establish them in carrying out the plan of track elevation herein provided.

Third v-A detail drawing or exhibit of each subway provided for in this ordinance whose outside dimension shall be twenty (20) inches in width by thirty-six (36) inches in length. Said detail drawings shall each embody the following features;

(a) A plan on a scale of one inch equals twenty (20) feet, showing the number of tracks to be constructed across the street, the abutments, the ends of the retaining walls, the location of the portals of the bridge superstructure and the columns to support same, the limits of the level floor of the subway measured from the bridge superstructure and from the nearest lot line to each end of the level floor of the subway, the reference to the nearest lot line in each case to be the nearest foot, the length

of each approach to the subway, the widths of roadway; and sidewalks both in subway and on the approaches, drainage provisions; all underground revisions and improvement, street car lines where they cross, and cetera;

(b) A cross-section of the subway showing the dimensions of the subway as specified in Sections 1-a, the elevation of the floor of the subway at the crown of the same, the amount of crown of the roadway at catch basins, the elevation of curbs, the

grade, the slope of the sidewalks, all underground revisions and improvements, and cetera;

(c) A longitudinal section of the roadway and the approaches thereto showing the elevation and grade of the crown of the subway floor, and of the curb. It shall also show the location of the portals of the subway, the vertical curves connecting the level floor of the subways, and the original grade of the street with the incline of the approaches, the length of the approaches, all underground revisions and improvements;

(d) Each subway drawing shall bear in the title

the date of passage of this ordinance;

(e) Blank spaces for signature of the following

city, officers in the order listed:

Engineer of Track, Elevation, Engineer, Bureau of Streets, Superintendent of Streets;

City Engineer, Board of Local Improvements;

Engineer of Sewers, Superintendent of Sewers

Engineer, Water Pipe Extension, Superintendent Water Pipe Extension, City Engineer.

Commissioner of Gas and Electricity, Commissioner of Public Works.

Section 1 i. This ordinance shall be binding in all its terms, conditions and requirements upon, and inure to the respective lessees, successors' and assigns of the Chicago and Western Indiana Railroad Company, The Kelt Railway Company of Chicago, The Wabash Railway Company, The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company, The Baltimore and Ohio Chicago Terminal Railroad Company and The Baltimore and Ohio Connecting Railroad Company to the same effect and with like purpose as if the said lessees, successors and assigns had been named herein respectively.

Section 1 a. The railroad and railway companies by this ordinance required to elevate their tracks shall do their work in accordance with the terms hereof, in a proper time. Should any of said companies fail or neglect to so prosecute its work, the Commissioner of Public Works of the City of Chicago shall have and is hereby given the right, power and authority to give thirty (30) days' notice in writing to such delinquent company to prosecute its work. If such company shall fail or neglect to comply with said notice, the Commissioner of Public Works shall take charge of and cause such work to be done and the expense thereof shall thereupon be paid by such delinquent company and if such expense is not paid to the City of Chicago within ten (10) days after a demand therefor, such delinquent company shall be liable to said City of Chicago in an action of assumpsit for the amount so expended.

Section 1 b. All portions of any streets, avenues or alleys extending into, along or across the aforesaid right of way of the railroad and railway companies herein mentioned, within the limits thereof upon which the road-bed and tracks are hereby required to be elevated above the grades of such streets, avenues and alleys, except the streets and avenue in which subways are required to be constructed, and including all streets, avenues and alleys hereinafter described, shall be discontinued and the same are hereby vacated. Said discontinued and vacated streets, avenues and alleys are described as follows:

That part of the east-and-west, sixteen foot (KV) alley along the southerly end of Block five (H of link imp and Company's Columbus Avenue Subdivision, being a subdivision of part, or Wabash Addition 1.0 Chicago in southeast quarter (5. lili Vli northeast, quarter (i. E. !)) Section twenty-five (25) Township thirty-eight '3*1'. North. Range thirteen (13), East, of Third Principal Meridian. Cook County, Illinois, lying west of a line beginning at a point in the south line of said Block five (51 seventy-four and two hundredths feet (T i o S) west of the east line of said block and running thence southwesterly making an angle with said south line of fifty-five degrees (55°) and eight minutes (8") to a point in the south line of said alley sixty-four and eighty-five hundredths feet (t V S r) more or less west of the northwesterly line of Columbus avenue.

That part of the north-and-south alley in said Block five (on south of a line one hundred sixty-five (165) and seventy-six hundredths feet (1(15.71")

north of and parallel to the east and west center

line of said Section twenty-five (23).

All that part of South Rockwell street in the

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page 1 of 1

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southeast .pnuier nf the noi'lhuas. quarter of said Section ~5. lying southerly of the following described linn: Commencing at lthe point of intersection uf easterly line of South Rockwell street with a line (05.70 feel north of awl parallel to the easL and west center line of said Section 25; thence on a. curved lino convex to the southwest and tangent lo said last described line with- a radius; of ill' feet, and continuing to a point of tangent with a line 33 feet west of and parallel lo the north and south center line of the northeast quarter of said Section -6>. and 2/11.70 feet north of the east and west, center line of said Section 25.

That part of the east, and west and northeasterly and southwesterly alley in Itloelc nine (01 of said Hinkamp nnd Company's Columbus Avenue Subdivision, lying westerly and southwesterly of a line five foot (5'1 northeasterly of and parallel to the northeasterly line of Lol twenty-eight (£8) extended sonlheihihrly in said Block nine (9).

That port of the north-and-south alley in 3.nid Ubielt nine (l'i lying southerly of a Sine five feet. •/>": north oi' ami parallel to lthe north line of Lot two (2* Of said Bloek nine \0| extended westerly.

All of the east-and-west thirty-three foot, (33') alley south of nnd adjoining Lot one (I) in said Block nine fn .

All that part of Columbus avenue and Mnplewond avenue lying easterly and southerly or the following described line: Commencing al. a point, on the southerly line of Columbus avenue at the intersection nf (he westerly line of Lot eleven ;il ■ in Block six (6) of said Hinkamp and Company's Columbus avenue subdivision projected southeasterly: thence sixty-eight, and eighty-nine hundredths feel !<58.8(>) on a curved line convex to the southeast tangent to the southerly line of Columbus avenue and having a radius of one hundred thirty-three and fifty-eight hundredths feet (133.58". to n point of langent, In a line eighty feet (HO') smith of nnd parallel to aline which begins in the northerly line of Columbus avenue fourteen and thirteen hundredths feet (14.13') southwesterly of the southwesterly line of said Lot eleven (II) and extends west to a point in the west line oT Lot nineteen (1"> in said Blintk six (ill eight, and ninety-five hundredths feet (fi.n'i'i south or the northerly corner of said lot: thence from said point of tangent wsl. aloiu; said line eighty feet {8m south of and 'parallel to above described line a distance of one hundred thirty-two and eighty-four hundredths feet (132.fi-)i more or less to a point of curve, tangent In snid last described course and having a radius of seventy-five rind .sixty-four hundredths feet (75.0.4"): thence continuing westerly and southerly on said curved line, convex to the northwest, seventy and fnuileeti oiie-hundredlths feet <7fi.'i'i to a point of tiinircul. In a line which is eightv feel, ISO" ^roifheaslerly from nnd parallel to a line which begins in (be northerly line of Columbus avenue four and eighteen hundredths feet (■l.t.S'i iiorfheaslerly from the iniersoolion of the east and west center line of said Section twenty-five (2B: and extends (hence northeisferly. making an angle with said en^l, nm! west, center line of llfly-t-hreo degrees and eight minutes (r>3"-8"), passing through a point in the south line of Lot eighteen Mh: in Itlo< k liwi (fn iu said Hinkamp and Company's Columbus Avenue Subdivision, seventy-four and two hundredths feet 'Ti.O'i') west of the southeast corner oT *aid L.of eigtileen (tH'. • Mioneo from said f'.iit, of l.iitilL'eil. .suulhw.'Slorty along said lino eighty feel, i<d'j' .-".otheaslerly front and parallel "To above desiuTioTTTTmMmi: liiii&JrW77fiTeTy"^\fve and eleven hundredths feel Mfia.tr <http://Mfia.tr> more or less to ii

point of curve tangent to last described line and having a radius of one- hundred feet (10(i); thence continuing southwesterly along last- described .curve convex I/O southeast, forty-rone' and sixteen hundredths feet (41.16') to' point of langensy in the southeasterly line of Columbus avenue. ' ■ "'

Alt' that part, of ihe northerly and -southerly. nj^y in Block 89 of the Wabash Addition"bh Chicago,iii Section 25, Township 38 .North, Range 13,,East; of Third Principal Meridian, Cook County, rililhois, also all of the easterly and westerly public- alleys "abutting Blocks 1-2-7-25-28 and 21) in said Wabash Ad^ dition, together with all of that part' of South Whipple street, formerly known as. Illicit street. .South California avenue. South Washio'navv avenue and South Rockwell street in said Wabash' Addition to Chicago, lying southerly and easterly of thesbiith-easLerly line or Columbus avenue; also that/ part'of-West 77th street lying west of the easterly, line" of the right, of way of The Baltimore and Ohio Chi-: cago Terminal Railroad Company, and east of . the' southeasterly line of Columbus avenue.

All of the east-and-wc'Sl thirty-three foot {3.'{:'i alley south of and adjoining l.,ot thirty-three <33> in said Block thirty-eight (38).

All of West Seventy-fifth street lying, between the east line of South Western avenue and the-east line of South Oakley avenue.

That purt, of Claromnl avenue lying north of't he north line of West Seventy-fifth street, and south of a line beginning a l. the northwest corner of. Ehe. in-i terseetion of West Seventy-fifth street .and -Clare-monl. avenue, and running thence northeasterly to a. point in Hie east line of Claremont avenue Tiv^c and. ninety-three hundredths feet C5.93') north- of the north line of West Seventy-fifth street.'

That part of South Oakley avenue lying north of the south line of West Seventy-fifth sreei. and south' of a line described as follows:

Commencing al a point on the east line of- South Oakley avenue, four hundred eleven feet (il.t') south nf lthe southeast corner of South Oakley avenue and. West Seventy-fourth street, and running' thence, southwesterly to a point on. the west line of- South. Oakley avenue lil'ty-lhree and twelve hundredths feel (nn. 12"> north or the northwest corneiv'of Soul li ; Oakley avenue and West Seventy-fifth street.

That part, of the north and smith alley of Block fourteen (14) of the Subdivision of Blocks one .(I), two (Mi, six .'(I). seven (7., eight (8), ten" (10). eleven (It) and fourteen (li': in Dewey and Hogg* s Subdivision of the west half (W. te) of the northwest. miAr.ter ("X. W. Vi'i Section thirty (30). Town- ship Lhirty-eight C38) North, Range fourteen (14), East oT the Third Principal Meridian, lying'south' of a lino described as follows: Beginning at a point* on the. west, line of said alley twenty-eight iind twelve hundredths, feel {L'8.1""i north of the. north, lino of West Seventy-fifth street, and cunning thence iioi'fliwisferly to a point m l he east, line of. said-alley thirty and ninety-three hundredths feet-(3f).93') mirth of the north line of West Sin-utity-lifllr slrcl.

All thai, part of West, Seventieth street bni.wcenilhe. west line of the original sixty-live foot, (lifr) right' of way of The IHullirnriro and Ohio Chicago Terminal Hnilwad Company and (hc'WGgt. line of South Hamilton <venue, said weal, line being ihe oast line/oP Lots .five hundred and seventeen (517) and five hundred and eighty-eight (58>J) in Allertou's: .Knglowool Addition iu lho southwest, one-half (S. W. ;t) of Suc-"lirm iuiii;[.eeiT~"TIB""T5WnsTnp IIIr ir lyT^ugli t; [?iWi North, flange fourteoti (14). .Easl' of the Third l'rl'n-

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(.cipal' Meridian; also thai, part of the east ami west

public'alley lying-south of and adjoining lthe south line of Uuis four, bundled and four (404I to four hundred and' nine {409) both inclusive, and north of and a'cloihirig tho north line of Lots four hundred and twenty (420) to. four hundred and twenty-five (423) 'both' inclusive, in Allerton's Addition aforesaid; also thai part of West Sixty-ninth place south -Of awl. adjoining Lots four hundred and nineteen 'f.i.i') to 'four hundred and twenty-five (425) both inclusive, and north of and adjoining Lots four luin- :dL-cii and ninety-sis (496) to t^ve hundred and two (502) both inclusive; also that part of the east and lwesl. public alley lying south of and adjoining l'.ols four hundred and ninety-six (496) lo five hun- 'fired- and three (5031 both inclusive, and north of and adjoining Lots five hundred and ten (510> lo "live fiundreil and seventeen (& 1-7> both mehis.ive, in .Ailei:ton's Addition aforesaid; also that part or the

casL-aiirP-w-'esf, public alley lying south of and adjoining Lots five hundred and eighty-eight (588) to six 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 and ninety 'tOOi both inclusive in Allofl.on's Addition aforesaid: also that. part, of the east and west sixteen (lflV foot public alley lying south, of rind adjoining Lots six¹ hundred and 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 hundred

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 that part or the east ami west sixteen (M>) foot public atley lying: south of and adjacent lo f.Ms frteen 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 Subdivision of fifty (50) acres in lho east ouo-half fE. v.) of the northwest one-t'iuarter (N. W. ^1 of Section thirty (30),. Township thlirty-eight (38) 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 (31) both inclusive, in Block three (ol. and north of and adjacent to Lots sixteen (16i to twenty-two (22) 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-west public alley south of and adjoining IXs sixteen (16) lo twenty-two (22>, and north of nnd adjoining Lots tveenty-five (25) lo thirty-one (3n both inclusive. (exc«pt •tlie 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 Subdivision 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 Hloek 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 Kcrron's Subdivision aforesaid; also that, part of the east-and-we't sixteen (lfi) foot public alley lying south nf ami adjoining Lots twenty (21)i lo twenty-two (22:'. both" inclusive and north of and adjoining Luis twenty-live (25) to twenty-seven (27) both inclusive, (except lthe east sixteen feet (16'! thereof in Block six .:0i of lU-.rron's Subdivision aforesaid.

All of the sixteen (16) foot public alleys in Block one (I of Dewey A flog's 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 lthe 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 lthree hundred and eighty-six and thirteen one-hundredths reel. ::S*.t.I:";■ east of the east line of l>outh Oakley avenue and west of the northwesterly line nf the original right of way of Tile Cliiraim ami Western todimia 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 & St. Louis Railroad Company and east of a line one hundred thirty-nine feet, (139" westerly thereof; also the noi'th-iind-souhl 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. Beckwil.h's Subdivision of Lots fourteen (11> and fifteen (15) of Hunter's Subdivision of the northwest quarter (N. W. of Section tuitty-one (lit i, Township thirty-eight (3H> .Nurl.li <http://Nurl.li>, Range lourleen (I i¹. Bast of thu Third Principal .Meridian; also all the north-aid-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) fool 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 & St. Louis Railroad Company and east of a line one hundred and forty-one (141) feet westerly thereof; also those parts of the east-and-west fourteen (1i) 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 -Sochl lUmge-foiwleon. !-U" -E:n>l,-of-the-Tl.iird-(-;<rli Principal Meridian, lying west, of the west line of

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Page 1 or 1

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the uno-hiutred (IHO l'ool t'ip/hl. of way of The PiKihurgh, Cincinnati. Chicago & St. L01113 Railroad Company and east of a line described as follows: Beginning at a point, on the east line of South Western avenue fifteen and fourteen one-hundredths feet, (in 1' 0") south of the intersection, of said east line with the north line of Lot 10 of Hunter's Subdivision afore^nd id. running thence easterly on a straight line it distance of one hundred and eighty-two and five-eighths feet (182.625) in a point, fourteen and thirty-seven one-hundredths feet (14.575) south of the north line of said Lot, (III), thence Uim'theaslwani.v mi a curved line tangential to the last, hereinbefore described course, having a radius of nine hundred and two and eighty-seven one-hundredths feet (92.875) to a point, in the north line of Liigle & Dariow's Subdivision aforesaid.

All of the sixteen (16) foot public alley between the smith line of West eighty-eighth street and the northerly line of Hopkins place westerly of and adjoining the right of way of (The Pittsburgh, Cincinnati. Chicago & St. Louis Railroad Company; also Hint part of Hopkins place lying west of the west line of one hundred (100) foot right of way of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company, and east of the east line of Prospect avenue; also that part of Prospect avenue lying south of the southerly line of Hopkins place and north of a line parallel with and twelve hundred and forty-six and nineteen one-hundredths (1246.1875) feet south of said southerly line or Hopkins place, measured along the west line of the aforesaid right of way of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company,

That part of Cimal (formerly Mickey) street, now 1/2 mile of On avenue, between Block live 'Yr and six (6) in. Original L. A. Gilbert... Subdivision of part of Lot live (5) Assessor's Division of West lull (W > j). Sent ion Hi iriy-three (33). Township thirty-eighth (38); North, llangii fourteen (14). Host of the Third prineipat. Meriditn, now a part, of l.-oi "It". Chicago and Western Indiana. tuitncid Company's Subdivision of part of stid Seeion rhiriv-f.hree (33) is also

That part of West Higlylly-foirth (M illi. sired, between said Block live (5) and Block seven (7) of said L. A. Gilbert... Subdivision ami that part of Holland Settlement road southwest, of said Block seV'u ;7i. also that part of the unrlhea;f..Tly-nnri-

Silllueslerly 'dies unit lie imo-b-v est e'ity-nili]. soullli'islerly nley in said Block six (6) lying north-easterly 'it' a line beginning at a point in the 'oulli line of nio iheast. .pini'tvi-..v, F. 'i : southwest <uarle' i'S. W. 'i-i said .Section Uirry-lhi'c "1:1 . Mirty-lhree i-Tii feel. v.-^j, at soutliwest corner thereof and l'siniit: ilieui-e northwesterly in « |.-iin, in the original sncllieasterly line of Viii-ennos avenue, one hundred and sixty-eight (68) feet, southwesterly from the southwesterly corner of Lot foivt.v...ven (17) in lotok --'ix 'iVi in --iiiiil L... \. llierf'-i Subdivision measured along said origin;*! southeasterly line Also oil !ie uorlh-.ind-south alley 111 snhi B3>n;li live 'Ti- unit alt "f the ri.o-i,li-anif-.s.iuU:h and noi'hwester-Jy-imil;>i>iilie;..i.ne'lv ailev in sail l.tlfjck seven (!).

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

'I ll" inn-til twenty feet ::'n" of Lut lluee, (I), and 111 rthi'asterly twenty feet, i'n" of Lot fweuly-^oeii '7 in tlock nine f'li of tlnkajun and Com-pany's l'!>111 o)ois. AM.-n'ie Sulidi visum, heing a re-

snbrivisiini of part, of SViulish Addition to Chicago in southeast, quarter (S. K; *). northeast quarter Crf. K. V.) of Section twenty-five (25), .I.Wnsip thirty-eight, (jS) .vorlh, Hinigo Thirteen (13).. East of the Chiff Priindpal Meridianl .Cnok' CounV..Illinois.

All that, i.eut of Lol; fourteen (14) in falitoe flm'. and Lots.tweny-one (21) in HlocU five (oi .ti; said; Hinkamp nnd- Company's Columbi.is Avenue. Subdivision lying ri'oi'lher.K- and easterly of a tin.' ilscrilieil ns- follows; Goirmiaieing at a point 101 the south lise.of saifl r.d..e'nflieci li<i) in HlocK five (5) suveuly-four and 'two. hiiridredths feel (1/2.QV) west. of the southeast'coriaai- or said'lot-, al Hie intersection of a Hn* which extuiHh. nie-l.li- > easterly from a- point in (the northerly line, of Co-Himluis uvettio four and eighteen hundredths feet (1.1H): liorl.hensferly from lite east-nrnl west: center line of said Section twenty-five (25) anil' makes an angle with said east'nd-west center liius of. fifty-l.hree degrees and. eight inini.it <http://ini.i.it>es (.53°-0'f-V; thence running northeasterly from, said intersection on aii angle of fifty-three degrees and eight liiiniites i53"-0'4t 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 lnt described line ami having a radius of 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 (14) and twepy-Lhree (23); thence west along last described line 10 ea<t line of Mockwell' s'lieci, excepting from' (lie. forKoiing, the northerly live (=y) feel of-said: ;ciits fourteen (14) and t.svenf.y-lhree. (€3.1!

That part, of Lots twelve (12; to nineteen' (10) inclusive in J-ilocK six (<=) of said' K'ui'juip . inn' Company's Columbus Avenue ISuhslvision lyinff south of a line beginning at the southwest cor.ner'of l.i.U eleven (11; in said Block-six (tlj .and running thence souflnveste'ly twenty-seven and Eixt.y-thr.ee. huii-. dreihlis feet 27.Co't on a curve..convex, to the 3outh-east, having a radius of liry-lhree ami filfj',eight huiiilreiKhs 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 ,-oilhwet corner of Lot eleven fi ll and extends thence west lo » point in the, west line of said- Lot nineteen (1U) eight and ninety-five hundredths, leet IS.i>5') south of the [orlli corner of said- lot: thence l'foio. said iioiut of l.Kiigent. one hundred seventy-five and eighty-three hundredth!! (175.83') more or less to the eiisf. lino of Maplewood avenue, except that part of said Lot nineteen (19) lying south of a line eighty feet (W) 'Out.li <http://Out.li> of and parallel lo lait: a'iove described line running west from the southeasterly line of fa id Lot nineteen (19) live and eighty-six hundredths- feet (o.Sil"; moro or loss to a point, -qf curve having 11 rmluis of seveify-livc lthd' sixty-fuui"lnni.liviilhs reel, ("iit' HtCucu nlong said curve i'onv-*v- to ■1.1H Invest. ,<vent.v and . foui'.ioe.u, hun-dreiUis- fei.-t (70. li': to 11 point', of tangent.in ii'the whie'h is eigily feet ^ ((i soul.hens'te'ly from- ami parallel to ;i line which extends from a poiul' in the northerly line of Columbus avenue four ami eiili-foue liumre.lt <http://liumre.lt> hs feet ri.iw') north-easterly from the east and west center line of said Section-twenty-live northeasterly mknii an angle with said cnst-and-west. center line of liity-three degrees and eiijhl ntn-nti.'s Ci'-nn'imil passes flrongl) n point in the south line of Lot. ;i;lil.li'>i_ iHJ. in Block live, f.l.) nf <oil llinliamp and Company's Ctttiimlin Avenue i'ub>iti-

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Page 1 of 1

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vis i (>u. ievthts- rour and" two hu wlrwlins- fool (1 ->M'i west ot .tlic southeast, aoruci.' thereof.

a" tract of laud in. the southwest quarter of the northeast quarter of said Section. 25. de-sniheit 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.- flllows: Lying nurfliwesterly, southerly and easterly of the following described lines: ccumiencing at a point on lit!" original northwesterly line ofColumbus 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> west¹ 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 contiuiuuu" .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 and¹, 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'hn'if '.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 (IS)., twenty (20), twenty-one (Jli'and twenty-two {22) in Block fourteen !I 'C of the subdivision of Blocks one. (I). two (2), six { "6)..seven (7). eis'ht. f3), ten- (10), eleven (11) and f'irmleen {-t'-V-I in Dewey and Hogtr's Subdivision of the "west half (W. %) of the northwest, quarter (N. \V. '.) section thirty 30), Township lliirly-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- 6ri the east, line of Clureiuioul, avenue lifly-Six 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 Jltailriiuid Company shall dedicate to Hie public for use as'piiblic ii'leyo' Hie following:

iA north-ahd-south.alley, not less than 10:0 feet in'width, between South Leavitt: street, (vacated) and -Sotiu> ■■■■ Hoyne-avemie-east-of- the-% 1 roperty i>f-a« id- railnruui i.i'iinpaui'said.alley to connect the oa=t-and-

■wesi alley between West &a' coty-fiC! alrest and West Seventy-first place with either West Sovenly-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 Hoyne 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 Ktmhl Hoyne 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 Sevconf.y-sefiimd place.

A norlii-and-south alley, not less than f&l.n fee! if. width, between S011t.1l <http://S011t.1l> Uv.iviU street tvacaled) and South Ifoyne avenue east of the property of said railruuel cornjany. juid alley la connect lhc east-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 ev't'ii, 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. corni.:i)lt;iiion proceedings for the aeqtiiisilinn of said land and the inuuls. 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 proceedings¹ for and in buhuif of said City nf Chi-ciao 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 (ii); 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.

SifiniON 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 recOmnieidiUions concerning the steps to be lalteti or the .means to be

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Page 1 of 1

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 & Western Railroad Company, The 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.

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

Direct action for the consideration of the City of Chicago at Hearings before the Illinois Commerce Commission relative to feeder lines 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 objection being made 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-Cougle, Anderson, Jackson, Croston, Grossman, Guernsey, Woolhull, McYering, Covin, Rowan, Wihoi, [Jarlene, McDonough, Byrne, Morail, Coyle, - Hynn, McKinlay, -Gopfer-Tomlinson, -Arvey, -P. Bowler,

Sloan, Van Norman, Maypole, A. J. Koran, Clark, Adam-kewics, Smith, Petlak, Kaindl, Self, Nasser, Mills; Aldermanowski, Fleming, T. J. Bowler, Crowe, Loiseleur, Feigenbaum, Nelson, Hoellen, Majors, Fraikhtuier, Mpace-45.
Ayes-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 for 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-

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Local Transportation, respectfully refers

(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 motor bus line on Diversy avenue from North Crawford avenue to Milwaukee avenue and from North Laramie avenue to North Dearborn avenue; and on Belmont avenue between North Dearborn avenue and North Central avenue..

(October 11, 1927, page 1300) an order directing that consideration be given to the matter of substituting motor bus service for "one-man" street railway service on Diversy 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 motor bus service on Diversy avenue from

North Laramie avenue to North Laramie-gansett avenue;

(March 11, 1928, 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 232) an ordinance for the operation of motorbus service on the following streets:

Kilston 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 Central avenue from West Grand avenue to Irving Park boulevard;

Addison street from North Harlem avenue to Sheridan road;

North Milwaukee, Highway from Milwaukee, avenue to the city limits;

(March 28, 1928, page 115) an ordinance granting permission for day-to-day operation of motorbuses on sundry streets; and

(April 12, 1928, page DB20) an ordinance granting permission for day-to-day operation of motorbuses on sundry streets; and

ing per 153100 and authority to the Chicago Railways Company to operate motorbuses, during the month of April, 1929, on the

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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<}. \

DATED: (e/