



# Office of the City Clerk

City Hall  
121 N. LaSalle St.  
Room 107  
Chicago, IL 60602  
www.chicityclerk.com

## Legislation Text

File #: O2021-1648, Version: 1

### 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 79<sup>th</sup> 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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any shall elevate its track\* to such a connection with the present trucks of said railroad company.

Paragraph 4. The Cnlon Stock Yard and Transit Company of Chicago and the Chicago River and Indiana Railroad Company, Lessee, shall elevate its road\* to a minimum floor depth of 3.5 feet from the top of the running rails to "low iron" or "clearance" at each crossing after specified.

Paragraph 5. The railroad and railway companies herein authorized to elevate their roadbed and tracks may cross each other at grade in the neighborhood of West Forty-ninth Street, or on the North or the South line of West Sixty-ninth street on the South side of the provisions of this ordinance and to give a minimum floor depth of 3.5 feet from the top of the running rails to "low iron" or "clearance" at each crossing after specified.

Paragraph 6. Permission is hereby granted to the railroad and railway companies herein authorized to elevate their roadbed and tracks to provide their "V" tracks and to make tie-off-chants in their location and alignment of railroad and railway crossings may deem necessary to maintain proper clearance with each other's track\*.

Paragraph 7. Nothing in this ordinance contained shall prevent the railroad and railway companies herein from changing the location of said tracks by the mutual agreement, if those interested as they may deem necessary, provided that no change of location, shall be made that will prevent the separation of grade of said tracks as contemplated in this ordinance;

The railroad and railway companies herein authorized to elevate their tracks may make such changes in the position and alignment of their main tracts, side tracks and switch connections as may be rendered necessary by the execution of the work specified to be performed and by them under the terms of this ordinance. Said companies are hereby authorized and permitted to construct elevated embankments on their respective side of way and to construct and operate thereon such number of railroad tracks as they may deem necessary or

Paragraph 2. The Eotfewobd-Con- r\*ect BR Railway p>mpany shall elwte to road bod and trseka from the Mast. Its of South Halsted street on the Ba\*t to <t\* connection with the nwin hne of the Pittsburgh, Ctoeiwati, Chi- <i|{0 4;ft. LouR Railway Cnmpany here- in authorirod to be slewed in such ft j of this ordinance and to give 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" or "clearaiww"- at ea<h a'.il>»: \*r l>n»in-: \ connection with the prownt trsrka of after specified.

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 "(1>!r» vi Central Div^jnn" Trom \ each other at j-rade in the neiffbhor\* the Bust line of Weatem amine bonle- i vard on the North to the South line oC West Sixty-ninth street on the South In? tMth a mnunt'r <^ i<> ontuply u>ih th< provisions of this ordinance and to give' a minimum fwor depth of 3.5 fert from: ths top of the runnin\* rails to "tow iron" or "clearance" at each Mibway, hereinnfter \*.pecifle<l- And said railroad that may separate these %rn>)\* aecord> injf to "any plan sfreed upon among themvlvM,'provided such plan shall not interfere with the. eonrtruction of a'lb--wsrvs-^at -fhe-^r?>de« -?i\*r>iftaf4<r-spe- eik«ed.

Paragraph 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 ttefr-chants in their location and align-as mottjc! 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;

The railroad and railway companies herein authorized to elevate their tracks may make such changes iu the position and alignment of their main tracts, side tracks and switch connections as may be rendered necessary by the execution of the work specified to be performed &v them under the terms of this ordri nance. Said companies are hereby authorized and permitted to construct e.evated embankments on their respect\* ivc f\*jrh\$5 of way and to construct ir^ntnJn and operate thereon such number of railroad tracks as they ma\* deem necessary or

convenient for the transaction of their business and to carry each additional tracks over all intervening street?, avenues and alleys for extension of tracks.

The right of way referred to in this in so far as it affects the XVttbarefa. Cincinnati, Chicago ft St. ioaN Railway Company and the Baltimore & Ohio Chicago Terminal Rail, wad Company f\* hereby dennded to be the eniir\* width east and west of Trfavttt street of the land acquired and owned by t!ic said Pittsburgh, Cincin-nati. Chicago & .St. Louis Rallway Company rind the Baltimore & Ohio Chicago Terminal P.ailroad Coropanv and nsed 5 for j)a3\*enrcer and freight yard tracks, t terminal tr?ck\*. round houses, machine \* shosis or.d other railroad purposes between trie northerly and «tnntherly limits defined in this ordinance for the elevation of the tracks of said roiiwav apd raHroa l-eomjionics; IVividedr however, that where street? nnd allevs are to h» vacated they shall not; be' vjrated tie-yend the limits shown jrt red on the map which is hereto attached and mnds part of thh' ordinance.

Section 2. That the embankment on which said elevated roadbed, shall bs constructed within the aforesaid limits shall be composed oi any material which is of a permanent character and auffi-eiectty MitwtAntM to bear the load\* to be imposed upon it. The side slopes ami. lateral dimensions will bo fixed and. determined by the natural angle of reposte of the material of which said embankments shall be constructed, but whenever it may become necessary for the purpose of keeping said erabankraeatrf entirely within the linos of the rights of way oo> eupicd by said companies, such portions of said embankments at alt such points shall be kept within said right of wx> liim-s by. Or they \*httlb be confined . between retaining walls of sfcooa or eon-| erete masonry; provided, however, thai ' ; whenever said retaining walls are of i)?wm>ieit height to properly protect said right of way and to prevent trespassing thereon, than said retaining v-ill\*. .»» aforesaid, shall be surmounted with a nuitable fence or railing, but whenever \*aid retaining walls are not ii^hl at all, vktd right? of way of said companies ahal be fenocd in or otherwise properly enclosed in compliance with the ordinances of the City of CM-airo 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 of 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 erected on aad anchored to masonry foundation\* cpostrcted within the lines of the riffhf\* 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-

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«oiubl»)» di&taner beyond the line\* of the richt- of way occupied by Msd writ\* pnni\*\* under the surface of the public-highway\* and sid«\*wajfcs,

Socnotf 4. Paragraph I. That subways shall be constructed beneath Huj ; tracks of the main Uue of the Pitt\*hr«^»), 1 Cincinnati. Chicago 4. Si. Louis KaiJi ; way Company where stud tracks are 1 intersected\* and croceed 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 Pftfyeixth etreet. West Fifty nsnth ; street, Weet Sixty-third street, Weet Sixty-Sfth street. West Sixty-seven ti; street. West Stst\ eighth Miryi-t an I \VV\*t| | Sixty aiath street.

Paragraph 2. That subways shall be jj constructed beneath the tracks of the ! "Chicago Central Division" of the Baltt- ;. more \* Ohio Chicago Terminal Railroad , Company where said tracks are inter-:; ' eoted end croceed by West Forty\*thirtf, | street, We\*-l- Fortr-seventh street. West Fiftietk street. West Fiftieth Place. ( West Fifty-frRfe street. West Fifty sec-, I oad street, West Fifty-fourth street, 1!; Weet Cartfeld boulevard, Welt Fifty-i sixth aire\*\*. West Fiftv-ninth street,,! We\*t Sfctctv-third street\* West Sixtv-ifth street West Sixty-seventh street. Weft Sixty-eighth street and West 1 Stxty-awtb street

Paragraph 3. That subways shall be consirneted beneath the tracks of the Enriewood Connecting Railway where; said trad:\* are intersected and crossed by Sotith Oeen street, Sooth Peoria street, Sowtb Sangamon street. South Morgan street. South Carpenter street, Aberdeen street. South Mav street. South-Center avenue. South F.lisnhetb, street/, Throat\* street, South Ads street. Loom!\* S-treet. Ri«h«o «tre\*t Lafttn street Ju«-tin\* street. Smith Ashland avenue, South Paulina ctreei^ South Wood street. Wonore atTsetTSonth Lincoln street. South 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

Swrtox 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-/1\* and dtine^i-Miri\*, lotion\* and otm-r dct.iiU in afeftrdanev -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 for 100 feet to \* connection with the present -ar(<e>; uf -see\* t.*

Width between walls of subway, fifty feet.

Width of roadway in subway, 46.0 feet.

Width of sidewalks, 10 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 the street. 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, 13.5 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.)

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 roadway in subway, 46.0 feet.

Width of sidewalks, 10.0 feet each in subway.

Width of roadway and sidewalks in West, FortV'Seventh street outside of the 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 the street; 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 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, between the Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company. (Street, 08.0 feet wide.)

In the event that the Pittsburgh, Cincinnati, Chicago & St. Lottie 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

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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 any way or ways 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 curbs shall extend twenty feet beyond the east and west portals of the subway. From this level on, the sidewalk shall be on a grade of 1 in 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).

T>^"Ihenr<imTIKathe Pittdwr gb, Cin- ; olnnati, Chicago tt St. Louis R>il\*.iy j Company, the Baltimore 4 Ohio Chicago ; Terminal Railroad Company, the Union

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t . i . f . i . H . i . d r ' i ' > ♦ , ; < \* | J , v . - y \ ' f u , j ' i ' t  
If ^ i i m a d ( o n . i p . s n y < h t t p : / / o n . i p . s n y > . U > - t e . t ? : > ) - i n t u a t J I ; ; # N - r i t \* S r K < , h . \* s - i < > v - 1 > . : \ ; << < < ; t r y C r n n d  
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 thai! 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.

^ f n 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 Crand Trunk Western Railway C^tiip ir^ \*\*i il! \ . > » » • : t f l ■ \* ' } • • / t V ' s i v 3 > 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 mentio<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 conncviion vvitii the .present surface of street

- The elevation of the curbs in the' subway shall be not less than 12.23 feet-, above city datum
- Width between walls of subway, Of1.0 feet
- Width of roadway, 46.0 feet in subway.
- Width of sidewalks, 10.0 feet each in

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

dear head-room, 13.6 feet. In the event that the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company, the Baltimore ft Ohio Chicago Terminal Railroad Company, the Union Stock Yard and Transit Company of Chicago and the West Michigan River and Indiana Railroad Company, Lessee, the Indiana Harbor Railroad Company and the Grand Trunk Western Railway Company shall agree among themselves to separate the grades of all their track\* at West Fifty-fourth Street\* by carrying the track\* of the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company, the Baltimore ft Ohio Chicago Terminal Railroad Company and the Baltimore ft Ohio Chicago Terminal Railroad Company beneath the track\* of the other railway and railroad companies in this ordinance.

The provisions for the subway in West Fifty first street shall be as follows ;

The elevation of the floor of the subway shall be 11.15 feet above city datum.

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

Width between walls of subway. 8 feet.

Width of roadway, 45.0 feet in subway.

Width of sidewalks, 10.0 feet each in subway.

Width of roadway and sidewalks outside 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 line of posts in the center of roadway to support the girders\*.

Clear head-room, 13.6 feet.

Subway La West Fifty-fourth street under the tracks of the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company and the Baltimore ft Ohio Chicago Terminal Railroad Company. (Street, 60.0 feet wide).

There shall be no depression of the street. The elevation of the floor of the subway shall be not less than 13.15 feet above city datum.

Width between walls of subway, 60.0 feet

Width of roadway, 40.0 feet in subway.

Width of sidewalks, 10.0 feet each in subway.

Width of roadway and sidewalks in

West Fifty-fourth street outside of the subway shall be the same as they now exist

The elevation of the sidewalks shall be uniform with the roadway level with the crown of 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.

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f: Subway in West Fifty-fourth street, under the tracks of the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company and the Baltimore ft Ohio Chicago Terminal Railroad Company. (Street, 60.0 feet wide.)

Subway in West Fifty-sixth street under the tracks of the Pittsburgh, Cincinnati, Chicago ft St Louis Railway Company and the Baltimore ft Ohio Chicago Terminal Railroad Company. (Street, 60.0 feet wide.)

This subway shall be constructed of each dimensions and according to such plan\* as may be agreed upon between the South Park Commissioners and 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 the Baltimore ft Ohio Chicago Terminal Railroad Company. (Street, 60.0 feet wide.)

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 13.2 feet above city datum. To 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 3.6 feet in 100 feet to a connection with the present surface of street.

Width between walls, of subway, 42.0 feet  
f. 1:

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 Pittsburg, Chicago & -Louisiana Railway Company and the Baltimore and Ohio Chicago Terminal Railroad Company. (Street 83.0 feet wide\*)

The depression of the street 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 3.6 feet in 100 feet to a connection with the present surface of street

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

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

Width between walls of subway, 66.0 feet

Width of roadway, 46.0 feet in subway.

Width of sidewalks, 10.0 feet each

f. 1:

Width of roadway and sidewalks in  
West Fifty-ninth Street. Outside of the subway shall be the same as they now

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

Clear headroom 13.5 feet

Subway in West Sixty-third street, under the track\* of the Kirtland, Cincinnati, Chicago and 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 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 feet in 100 feet to a connection with the present surface of street.

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

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

Width between walls of subway, 63.0 feet

Width of roadway, 48.0 feet in subway.

Width of sidewalks, 17.5 feet each in subway.

Width of roadway and sidewalks in West Sixty-third street outside of the subway shall be the same as they

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

Clear head-room, 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, 60 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, 40 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, 60 feet wide.)

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

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

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

Width between walls of subway. 66.0-feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 15.0 feet each in subway.

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

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

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

Width between walls of subway, feet

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 11 feet each in subway.

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

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

Clear head-room, 12.0 feet.

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spaces immediately inside the curb lines; and one line of posts in the center of the roadway to support girders.\*  
Clear headroom, 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 19.65 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 Englewood Connecting Railway. (Street, 66.0 feet wide.)

The depression of the street shall not be more than 7.15 feet below the established street grade, making the elevation of the floor of the subway not less than 18.0 feet above city datum.

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Subway to South Sangamon 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 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.

Tile 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 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 13.0 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 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 Inglewood 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

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 Inglewood Connecting Railway, (Street, 66.0 feet wide.)

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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.

Width between walls of subway, 60.0 feet

Width of roadway, 42.0 feet in subway.

Width of sidewalk, 12.0 feet each in subway.

Width of roadway and sidewalks in South 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 saute. Two linn Of poets nuvy be placed in sidewalk spaces iramedfeteiy laiide the curb lines and one line of posts in the center of the roadway to support girders. Clear head-room, 520 feet.

Subway in South Center aveaeu, under the TEngteewood Connecting Railway. (Street, W.O feet wide}.

The depre&ftioa of the street shall not be mere than i t feet below the established street grade, making the elevn-tk>n of the floor of the subway not less than 13j feet above; city datum.

Level floor shall extend 30.0 feet be- ' yoikd the north and south portals of subway. From this level the approached shall extend on a grade of not to exceed S.S feet in 100 fret to a connect tioo with the present 4\*rface of street.

Width between wall\* of subway, 600 feet.

Width of roadway, ICO feet in subt way. t;

Width of sidewalks, iO.O feet each in snbway.

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

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

Clear head-room, I3.S feet.

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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

Tik-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 fctet above city datum.

^tdth between w,Ul\* of sirliwity, r,f,o feet

Width oi roadway. 4;i.C fret in sr>b-way.

Width of. sidewalks-, ii.0 fact eae!; 0 subway

Width of roadway and sidewalks in Sooth Elizabeth stret't outside of subway \*hali be the same a\* they now exist.

The elevation of sidewalks shall be uniform with the roadway sari !e\*el with tiic crown of same. Two line\* of posts may lbe placed ifi sidewalk spaces immediately iniide t!e curb 'in?\*' and one line of post\* in t?\*e center of the roadway to support girder?.

Clear head-room, K<■\*\* feet,

Subway in Tbroop street under the finglewood Connecting Raliwav. f Street, CO.O feet wide).

There shall be no depression of the street The elevation of the floor of the subway sliat) not; ie ?e«s than- t\*.0 feet above'eity datum..

Width between walls of svbwav, 6\*,0 feet

Width of roadway. 42.0 feet in subway.

Width of sidewalk\*\* l'.VO feci each ia subway.

Width of roadway and sidewalks in Tbroop street, out>:d« of -subway, shall be the same \*n they cow exist.

The elevation of sidrwalk? shall be uniform with the roadway and level with the crown of some. Two lines of post\* may be placed in .viewalk spaces immediately inside tVie curb lines and one !>»e of post? in t!ie center of the roadway to »upport girder\*.

Clear head-room, 13.0 feet

Subway in >'cuth Ada street, under the Enplewood Connecting .Railway. (Street ••0.0. feet wilel. " \_.

There M:all ^e 00 depression of the st'eet.' The i-b'vatton of the floor of



tfce subway shuti rtot be less tba-n 1\*.0 feet above'eity datum. Width between walls of subway, 66.0 f.;vt;

Width o? roadway, 42.0 feet in sub-Way.

Width of s-dctvctlk3. 12.0 feet each in subway..

Width of wtadway and sidewalks in Soufi Ada street, outside of subway, shall be the. same as itiey now exist.

The elevation oi sidewalk\* \*shall' be uniform with the roadway and level with, the -crown, of sa.iae. Two line\* of i posts may be placed In sidewalk spaces jj immediately inside the curb line\*\* and j one line o;' posts in the contcT of :the j .roadway to support gtrdeie. j]

Clear hca J-room, 13.0 feet, >

-i

Subway in f.oomte street, under the "j Engiewood Connecting Railway. {Street, jj GO.O feet wide). ,1

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

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

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

Width between walla of subway, 63.0 feet.

Width of roadway, 42.0 feet in sub-way.

Width of sidewalks, 12.0 feet each in subway.

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

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

Clear head-room, 32.0 feet.

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

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

Width between walls of subway. C6.0 feet.

Width of roadway, 42.0 feet in subway.

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

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

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

Clear head-room, 13.6 feet.

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

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

Width between walls of subway, M.0 feet

Width of roadway, 42.0 feet in subway.

Width of sidewaike, 12.0 feet each in subway.

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

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

Clear head\*roou>. 13.0 feet.

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

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

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

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subway. from this lpvr-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, 4S.0 feet in subway.

Width of sidewalks, 15.0 feet each in subway.

Width of roadway and sidewalks in South Ashland avenue, outside of sob-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 poets may be placed is 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 Engteewood 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 Ices than 13 5 feet shore city datum.

Width between walla of subway, 66.0 fast.

Width of roadway, 43.0 feet in subway.

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

Width of roadway and sidewalks in South Ifaulie\* 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 to sidewalk spacee immediately inside the curb lines, and one line of poets in the center of the roadway to support girders.

Clear head-room, 13.5 feet.

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

There shall be no depression of the street The elevatiou of the floor of tie suhMiy "»»»..»!.; not W \v.\*-i ihnti J if) fret above city <( ti'iiii.

Width btweeu walls of subway, <J«10 leefc.

Width os roadway, 4'.VJ fret ir; subway. .

Width of sidewalks, J2.f> j'^ titit^ ,, , subway.

Width of roadway and sdewa'ks in i>ouif: Wood street, outside of subway, shall he the same as they now eslst

The elevation of sidewalk\* shall be uniform, with the roadway and level with tie crown of same. Two lines of poets may be placed in sidewalk space\* immediately inside tbe eurb line\* aad one line of posts in the reuter of the roadway to support girders.

Clear acid-room. 13.5 feet.

Subway in South Honor\* street, under the Khglewood Connecting fuiuway. (Street, 66.0 feet wide).

There shall be no depression of the Struct. 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 space 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.

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

Width of roadway, 42.0 feet in subway.

Width of sidewalks, 12.0 feet each in subway.

Width of roadway and sidewalks in South Lincoln 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 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 16.0 feet above city datum.

Width between walls of subway, 66.0 feet.

Width of roadway, 42.0 feet in subway.

Width of sidewalk, 12.0 feet each in subway.

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

The elevation of the curbs shall be uniform with the roadway and level with the crown of same. Two lines of posts may be placed in the sidewalk space 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 Englewood 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% foot in 100 feet to a connection with the present surface of street

Width between walls of subway, 66.0 feet

Width of roadway, 46.0 feet in subway.

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

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

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

Clear head-room. 13.5 feet

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

◆ Passageway, .10.0 feet wide).

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

Clear head-room, 9.0 feet.

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

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

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

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

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

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

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

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

Paragraph 8. All overhead wire\* or cable\* crossing the proposed elevated track\* of the Chicago River and Lake Michigan Division of the Illinois Central Railroad Company or of wire\* of Chicago - shall be supported by the sole expense\* of the railroad or corporation\* owning

them in the following manner:

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

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

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In the subways and approaches. In the event, however, that the person or persons, partnership or corporations, owning the wire as aforesaid, shall elect to string said wires on the structure of the bridge structure supporting the tracks of said railway and railroad companies the said wires shall be strung in a manner to be agreed upon between said owner or owners and said railway and railroad companies; and in case said owner or owners and said railway and railroad companies shall in any particular, said wires shall be strung on the underside, of the structure supporting the tracks of said railway and railroad companies in such manner as the Commissioner of Public Works of the City of Chicago shall direct; provided, however, that in no case shall more than two (2) trolley wires be strung in any subway through which street railways pass.

All overhead wires or cables belonging to the City of Chicago which cross the proposed elevated roadway and tracks of the railway and railroad companies mentioned in this ordinance, shall be disposed of in the manner hereinafter provided, as the Commissioner of Public Works may direct; but at the sole expense of the company whose wires said wires may cross.

Section 7. Paragraph 1. That provision shall be made for the drainage of the several subways wherever the streets are depressed, as provided for in this ordinance by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers.

In case the lowest point of the surface of any of such subways where the streets are depressed, as provided for in this ordinance, should be below the grade necessary to make proper connection with the adjacent sewer, some other adequate means of drainage shall be devised and provided by said railway and railroad companies at their expense.

Adequate provision shall be made at each of the subways provided for in this ordinance, at the points where the water from flowing over the copings and around the ends of abutments upon the sidewalks.

Paragraph 2. Any sewers or water mains lying below the surface of such streets as are not provided with sidewalks under the term of this ordinance, but which sewers or water mains pass under the tracks of said railway and railroad 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 area to be covered by said subways and the approaches thereto in each of said streets and avenues as aforesaid, so as to conform to the following structural requirements: The roadways in subways shall be paved with No. 8 granite block of standard quality and workmanship, laid at right angles with the curb lines and set upon a solid foundation of Portland cement concrete not less than six (6) inches thick or deep when solidly tamped and otherwise finished and properly crowned: ready for the granite block wearing

Burs" fare between which aad the concrete i there shall be interposed a layer of I screened sand not less than one-half iswh thick. The curbs and sidewalks In s«'b-ways shall be eonatnteted. with Portland cement concrete of standard quality and workmanship, and with the road-

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

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

(Said companies shall guarantee the improvement herein specified to he 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 tubc improvement in such order and condition : during said ptriord as shall be satisfactory to the Commissioner of fubire

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

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

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

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

Paragraph 8. Said companies shall pav\* the entire length and width of the roadway In snch portton-t of the surmay\* aad approaches as are required to n\* contrswidc 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 tbit. ordinance provided, at its own expense, without claim for damages, conform the grade of tt\* track or tracks to the said change of grade of said streets, and nothing in this ordinance contained shall operate or be held to relieve any such street railway companies from any liability now existing, however created, to re"-aKgn its or their track or tracks, to exevato or pave or bear the expense of realigning its or their track or tracks, or excavating or paving the subways and approaches between or on the outside of the rafls, of its tracks^ nnd, fur\* ISe/nRe provision \$liair~be "consTrued as including the excavation ami paving of afl the area within the inside rails of

4.i'J 'trect riilttay nark"\* in \*.>::} iM;?i wayj ;<nd on «.i w1 »pt'i--u-?h;-. . • ■■ \t• •? by r<'\*»t/n bf tl/\*" \*pr.:j'J of -ihl ^if ^- t railway track\* <n 5a...t «!ti»»ayi\* t<< pro\* pro|>er and i&f\* ekarano\* from tin p©<t-> or rulunuH ff ij>pqr?>.sr tt<- hr.'dgt -orr> bij t.hr> rhvar>i? v i.tf\* m ' tr\*rk« of Mid railway »»»1 radroi 1 o»jmu-jMni<r^; »aid p\*\*im? \*uthJi{ .v,t«! .»t« rail,-\* ;\*lia"i be im all t;. »ipe--\$-." as pint \*«. nt i-onform to tb«» specification\* ia'-rv n lJK'tore drawn in Suttton ?, l'arjgrar ? 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 enftr \*-meut of this ordinance, or by the et<^\*-vstion, fclevation, depr<><«mon 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 1>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~prwieu"OT-by-reason of the cou--struction of the subway and sproaches st West 50th street,

April 22, 1012.

a! <a-> stipulations in this paragraph contained arc, however,, made iipon i-hc condition, precedent that in case, any suit he brought agnk'st ».wd company or 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- aamma therei, give notice in writing, of such suit and of suih scrv-h<- t.) the. Ma\or and \*.f V>><«[K>rUtir>r» OMsoseJ? of said City of Chicago for; the purpose or" enabling- such defense to be mudc by. the city.

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

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

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

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

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

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

April 2, 1912.

Pittsburgh, Cincinnati, Chicago and St. Louis Railway and the J. J. Hill and Ohio Otisco Terminal Railroad, 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, and subways 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 land taken for right of way of said street or streets, avenue or avenue, publicway or publicways shall be made by said company or companies whose right of way or rights of way is or are to be crossed, and such waiver of compensation shall attach to 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 case shall any such subway or subways, bridge or bridges, so to be built be inferior in any respect to the bridges and subways to be built by the railway and railroad companies across streets provided for in this ordinance. The work of such construction shall

be done by the railway or railroad company or companies, or by the City of Chicago, and the amount to be paid by the city for such work and construction shall not exceed the actual and reasonable cost thereof, including the cost of bridges, respectively, of said company or companies, or of the City of Chicago, then existing and in use across the finest of such proposed streets at the time of the construction of such subway or subways, or yards of said railway or railroad company, or companies. But the cost of such railway or railroad construction shall not be required to be paid by the City of Chicago 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 companies, or to the responsible bank for its or their benefit and to be paid over to it or them at any time upon the completion of such work. The grade of the roadbed and track of said company, or companies, shall remain at the grade hereinbefore specified.

Paragraph 1 of this ordinance shall begin the construction of such railway and railroad companies not later than January 1, 1912, and shall diligently prosecute the same to completion and shall not be prevented by strike or strikes, riot or riots, or such other causes, or by injunction or other order or process of a court of competent jurisdiction. The time during which such railway or railroad company or companies shall be prevented by strike or strikes, riot or riots, or such other causes, or legal proceedings, aforesaid, shall be added to the time hereby limited for said work; provided that said railway or railroad company, or companies, shall give notice to the Corporation Counsel of the City of Chicago of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in its own name or in the name of said company or companies in any suit or proceedings of which it has been notified as aforesaid, and move for a dissolution of such injunction. Or restraining order and for any other proper order in such suit. Paragraph 2. And it is further provided that if said company or companies

shall be delayed in the completion 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.



KecTiorr 13. 3" bat all the work here\* fibeforc 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 fip-prisval of the Commi«io»ier of Pxtblic Works of the City of Chicago, without charge for the same.

At least ten ?t0) 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 hi? examination, and i" found to be in accordance with the provisions of this ordinance, in so far as thi\* ordinance contains specific provisions, if they shall be satisfactory to tho Commissioner of Public Work\*, in regard to matters and details which by this -ordinance are left to his discretion and judgment, such plana shall be, approved by him and after such approval all of the work outlined and included therein shall be constructed is strict conformity thercwitm, 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 tho limits prescribed by this ordinance.

Second: A general plan or exhibit, on a scale of one inch equal\* one biny drcd fect. of all right of way, tracks, retaining walls, abutment?, fences and «ptti»l«oano(A as it f«t proposed to e<

UlfHn I hem in cotnpiviiiig with the pro-vi--.;orH of this ordinanw\*.

Third. A detail drawing or exhibit of each qiittway provided for in this ordinance whose outside dimensions ahall he twenty (£01 inches in width by thir-ty-aix ;'l6l inches in length, boid detail drawing shall each embody the following features;

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

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

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

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

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

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

Engineer of Track Elevation. - Commissioner of Track filovatiof.-

Engineer of Streets. Stiperiatendent of Streets.

April ±t. IVIS.

Hagimter of the Board of l.ota! I'm- | : \\. >,) of trie N^i Hi< Si \ i ,  
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£>gt>»r Water Pipe F. \*temion. Fourteen Mtl, east of the Thir,! "4)  
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Stock Yard sad Transit Company of> v n'<rti> and with ;\*l?\*v V?ve li ' 11;=  
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of the Eagle\* <id Cvuirvtiw.\* R<>i'-r%M had been named herein respect- way.  
Also the alley\* ia fhr. Snow-Jet?}\* <n?>.

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iwilreed companies required by this or- S o' the w>iC>ve<t quarter iX.  
deasAee to elevate their tracks shall do 2 W"- ' »\* of Section sevntfei\* it?'. Town-  
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terms hereof, in apt aad proper rune. ' Principal Mend.<\*rt. Aaid alley\* be>J?g fur  
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notke ia writing to proaccate such work. > the Knglewood Conaetting Ri.Iwav t'oas-  
K after the espiratkni of the time men- j psny and West Fifty-rni.th street;  
tl>a<d tn said notice, said company or ; \*  
eotapantee shell fall or neglect to com- j ul^ "f"i' 1 »>> \* ,\*)>h \* , r , N<wce>  
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^ighth street to the nortlj t.ne of We\*t fifty-.ninth Mrwt; and

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north line of Wi^t K-ifl^-nintl\* ctmuittMt shall he liable t<< said City f street..  
Of Chicco In an action of assumpsit tier the amount ao exptnde\*!.

Section 16. Whereas, certain alleys are legally open and platted across, the right of way of the Eoglewood  
Connecting Railway Company at the time of the passage of this ordinance, namely;  
The: Twfl<-a^ Ourthy's Subdivision of tbe'\*e>t half (W. %) of the Southwest quarter (S.

April it 1\*>L\*

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

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

The florin atui wittth alley between .

The north an;l south alley between ,

Green street and Peoria street from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

The north and south alley between

IV^ria street and Sangamon street from the south line of West fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

The north and south alley between / Sangamon street and Morgan street from the south line of West Fifty-eighth street to the north line, of the right of way of the Englewood Connecting Railway Company.

The north and south alley between Morgan street and Carpenter street from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

The north and south alley between Carpenter street and Aberdeen street from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

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

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

The north and south alley between Marehfield avenue and Paulina street from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

The north and south alley between Paulina street and Hermitage avenue from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

The north and south alley between Hermitage avenue and Wood street from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

The north and south alley between Lincoln street and Winchester avenue from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

The north and south alley between Winchester avenue and Robey street from the south line of West Fifty-eighth street to the north line of the right of way of the Englewood Connecting Railway Company.

Turning basins at the ends of said alleys or streets from said alleys shall be provided for by the Englewood Connecting Railway Company, according to the provisions of this ordinance with OM of three ways hereinafter specified, namely:

First: Said railway company shall provide a turning space and dedicate to the public for public use a part of said alleys a tract of at least twenty-five feet by twenty-five feet (25' x 25') in dimension adjoining said alley within twenty-five feet from the north line of the right of way of the Englewood Connecting Railway Company, providing a turning basin at least twenty-five feet by forty feet (25' x 40') in dimension at the points where each of said alleys shall be closed by the slope or retaining walls of its elevated roadbed.

Second: Said railway company shall procure and dedicate to the public for use as a public alley a strip or strips of land sufficient to make an alley not less than sixteen feet (16') in width within twenty-five feet of the right of way of said Englewood Connecting Railway Company--connecting the ends of said alleys which shall be cut off by the elevated roadbed with the nearest street; said alleys shall not connect one street

is six or seven feet wide.

with another, but the entire width of the existing alley will be one foot parallel and adjoining streets.

Third: Said railway company may construct subways along its proposed tracks at the alley herein referred to; said alley subways shall have a width between walls of at least six feet and a clear height of at least six feet

Section 17. All portions of any streets or avenues or alters extending into or across any of said lines of railway with in the limit of the right of way of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Baltimore & Ohio Chicago Terminal Railroad and

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

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

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

<il>'dri<-.;<m of h'ttok eighte\* n fis|, (>). <H thrieltt.in the; e«\*s ««\*i>i:ntPi:i> i>'vt of the north half 'S \t :iv<1 the .a\*t tifty .HI tivt Ot the ^>utli fcalf »S. »;» aMo all that- put t<t: AVV^t Forty (ighth street .-<".\*t; o't \*n- l adjoin-ixt\* the «outh Uoe of in\*, twenty-four i i\*i to twenty-nine |2<i|. botii itietusive, <t ^uthgte^ Suhdiu^on aforementioned, ot south half >S\ f] of block j t-><rtc« n tJej, aad north of and .adjoin-| ing the north line \*>t Jot,« one :1 j to six tv.kfb inclusive, in l<io<«> i>i(i) \* . b- uf K, t'. (luting \* Kii'Klivia.ou ot i:lim k nineteen »t!>». fex<vpt ih\*r(5rmi the. we\*t arefttceti fc-<t'thereof)s as-o all of that part of West Forty-eig-ith place south of ami adjoining the wouth Due of Jots forty-two l\*2f to forty-eight 14,-il, bolh, inetuai've, of bhx-k aw? l>, and north of and adjoining the nort ?> line of lota one fi\* to seven »TK ttoth inclusive, nf lijoek two iii in K. C. ll-tlings Sub-divr\*h>\* aforemrationed; al^i all that part of We\*: .Forty-eighth pla.v south \>i and adjoiaiaq the south line oi ioU I forty-one <<U to foriy^suc MS), both | tectwriue, i> block one ti! of floor^e and | Wauser's Bcatlevarid 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. llulin^s Subdivision sformcAtioaed; also all that part- of We<t Forty-ninth street lying within the oae hundred tIOOi foot right of way of the Pittajurgh, Clnctenatl, Chicago and St. 'lx)uis Railway Com^ paiiv; afew alt that part of We\*t Forty-nisth place south of and adjoining the sowth line of lots ooe (t) to eight i!5\*, 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\* >eiiit<i>e <21i. tn«n.ty tw,> iii\*, an l twentytbrye {S1), 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!- flilcy 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 (1) 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. tud north of and adjoining the north, line of lot\* forty-five 64£) l«> fidtViright '4S>. '«>\*h ti\*IM\*iv til Iii k k two iTi of K. t\ Hiili'ty'i Sidxlivi sioii aforeineritiOtsed: sil-.o oil ttu>-i> parts of the; e;it- and west <M!tt<i'ii (\C>-) 'foot pii'l-e a'hy's «o«tb of and\* Adjoining the snath line of l(4 <oim\* i I) to <iv both in.clu>ivr.flitd north of and aofoiiiiig the north lirtc of lota forty-one ?4J) to forty\* six (46), both iriclu\* ve. in block\* one Hi and four of MeDsvid & Rhonda .Subdivision aforementioned: also all that pert of the east and we^L sixteen :(<«) foot public s'ley south of and adjoining the south Irac of lots bue (1) to six £6), both iaculisiv.-, 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 that 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, fexept <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 tihvk 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 fowrteea (14), Best or the Third |3d) Principal Meridian; alao all that part of West Forty-ninth place lyiitg within the right of way 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 aWjuljoimng the south line of lots twentv-four iU) and tweaty-nV\* (25), and north of aad adjoining the north line of lota twenty-aix {20) and twenty-seven IS?) \*a block tbirty-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-iiioc f\*9) and sixty (60), all ia Chicago 'tai-versily J^nbdivisian of south hatf (S. V^) of northbea\*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\_t i oi l he uorthwest quarter fK, W. of the northeast quarter <>^T. F, 'j.'amt the southeast quarter (S. E. H) of the northwest quarter (S. W. % >, of Section seven (7), Township thirty-eight (38) North, Raoge fourteen «U). ;Eiu:t 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\*\* Suhdivfoiori of southwest quarter (S. W. v»5 of S<v tion seven <Ti. Township thirty-eight (3S) North. K a life fourteen <M.. Bast of tb\* third ndt friacipijl Meridian: all of that port of the tint and »t.»t sixteen <16V foot public alley south or \*isti 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 firtry-eijht (4j\*), both inclusive, (except therefrom the eect 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 aAjreaaencioned; also all of that part of Warner street east of and adjoining the east line of lot one (1), smd west of end adjoining the we<t line of kit fifty 130) in R. H. Stilton's Addition to Chi-e«(ro. being a subdivision of Iota nine <9i. ten (101, eleven (11) and twelve (12) in X. !\ rjtlrhart's Sub-division aforementioned; alio all that part of Warner street west of and adjoining the west line of lot 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. I|tle»rt\*\* Subdivision Aforementioned ; also all that pint of the e:isfc and »e.:t ?.«« ft\*;\* f -vt public alley mnit'i r.-t iimit 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-tliv«ioit of h<H on.«- Hi to forty-Ave

both iacif^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 adjoinujjr ttie\* north  
 iitte of lots forty'thwV; t<3, to fortv-  
 »even (47), both in-dative, ie\*c\*pt the  
 eait fifteen (1st fpet of »ai\*i lot forty-  
 Severi (47)). vn >l 'K\*y» f.'ardetd Boule-  
 vard Addition, being a \*uhdivU on of lot  
 twenty-onir r:ty oi S. t'. l^JchartS ?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, ljoth inclneive, (ex-  
 cept the east fifteen >M31 feet of said  
 lot forty-seven (47)), in McKay's Oar-  
 field Boule\ar.l Addition aforementioaed,  
 awl north of nod adjoining the north  
 lioe 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 thirtv-nine n0)U »n  
 T. W. Kirhy\*-. Sahdivijimu of lot tweaty-  
 ftwir rt'4> of X. P. falehart;^ Sul>livij»ou  
 aforementioned: sl\*o all that pjvrt of  
 Wert Fifty-fourth plae south of and  
 adjt>ininf the youth line of tots i\*eveaty  
 two (74) to seventy-five (75\*, both 'ia-  
 elu.iite. {except the east tbirtcea and  
 eixhteon 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 X<sup>1</sup>.  
 l-lehart'a Subdivision aforemeftioeed, and north of mnd 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.kion 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 publie  
 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 (lt») foot public  
 »;Vy M>Jii» vf tin?! adjoining- the. south  
 ittit'cl l'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  
 fjll«!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

75W\* and thirty onr »3l» oi X. .P. tge-  
h»:fc'-. Sjk)iviðon aforementioned: also  
all of that p»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 'in-» 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 of  
tile eight -3» foot cart snd we« public  
»l\*y north of adjoining the north  
line\*of bit\* t-u'nly-four -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  
affFoiftnp 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, bofTt  
irclrwivc- in Mock three ?o% in Edwards'  
Poulevar.! Addition to Ch 'c\*~o sforemen-  
t!fmeA; also all of that part of South  
|tt:b\* avenue as laid oat in blocks one:  
two rit, wen \*7\ and ei^i'tt i^f  
in Tretnont Riipe. beir:jr a subdivision  
of southwest quarter ?S, W. \*;> of  
rorthwe.<t quart\* r W, ->i) of Sec\*  
tk<n eighteen tt^s, Township thirty-  
evdit Nort?-. Ksaat fi.iurt.evo <http://fi.iurt.evo> (MJ t  
Ei«t of tJif- Yfcbrd ".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 Treitont R:dge afare-aier.tt(?cr«\*- lyinp txdween the essl l:i?p p? ict\* c-nc f S\* and  
eijrht >S) pro-d-jceil r.< \*th and south, and between the f-ys\* Sice b»f the s».-ct'. <n >l(») foot public ;;>?f.y-H «s  
laid <<t ;»i ikrfcc\* two (2) sad sfw:i «' } ?o Trenton\* Ridge aforemeti-ilcncrCr a>o nil that part of 'We\*t Sixty-  
(V>,f ^riv" \*fr!.\*lj of and adioininz- the -srv'tt' } trn<> of ^;<\*I> "A" of T>wey> Suh-d>;=im of -.orthwest  
quarter "-N. W. \*4 ) 0? «"at'.iw< \*♦ q:urter 'S. W. Vjvof Seo t';r-i! ei^fe\*\* (tSj. Township thbty-eijrt »;3S)  
NfTitn, llanr\* fourteen (14 h Ea\*t'  
■of tise TT-<ri'7'lfir« '»p»l 7iTKTdia'n , Seseept, tte Tv-'t't. of Ws-sy of t^e Pif t-btirah., Cin-  
v-i.-t>ati, Chicago and Sr. l,<iiii\* Bait way  
•Vitalpany), and north oi and adjoining the north line of the ea\*t ti>ree hundreil forty (3401 feet of block three 3>  
of the Mihdivteio\* of the sooth half <S. %) of thie southwest quarter ?. W. V4i- of Section eighteen TIS> Township  
thirty-eijth i'S) Xorth. Hanee fourteen (141, tait of the Third (Mi Pnneipat Meridian; also all of that part of  
We»t Sixty-iceoiid street south of and adjoiotait the ^outh line of ts\* ea^t three hundred forty <3»0) feet or"  
block t:»ree • if. sad north of aad adjoititjr 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>, £aat of the Thud 'id» Principal Meridian; also all of that part of thr  
south half (S, ».,> of Wet?t Sixty-tint street as laid out, ia F.. A, Cam-raing's Sabtlirisioa of blocks tWo i%) «ad  
seven (7), blocks three (3> and ebc (\*), \*except the east three hundred forty €t4Q> feet thereof), and lots on« (t)  
and two it), Uoek five j3>, sit ia the wbdiviaion of the south half fS. H) of the southwest qtutrter (S>. W. \*) of See-  
tioa eighteen <18», Towaship thirty-eigiit OS) North. Eaoge fwrtea (14), Sect of the Third (3d| Priscipa)  
ITendkia, lyiai\* between the west l»a\* produced north of lot e\*e hnadred forty-eijrt '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 one hundred forty \*seven (t47« a»d tfne> hundred  
forty-eight 114\$) produced north and sooth; aad between the \*a\*r. Hue of lots one hundred \*if><i>»tn Mt<> and  
one hundred aineteett <U9\ prodnced north and south', also all of that part »f South H»»iit«« stenne lyiajt  
between the ««st »me of l<<t\* ninety-five » W> to one hundred eighteen »li-), both ineUwive. aad t'le we?»t line of  
lots seventy-<<«« (7.1) to tiuety-four '941 both is^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 jii li-,ivf-t also alt of the north snd \*ooth pu'dir alley east of and

adjoining the east line of lot one hundred forty-Seven H 47y; "«n3~ w>M of »\*tnrtjolSTnjpTlie ,v«-t Jine of tots one hundred ni«el»»»»u

April £2, 1912,

(119) to one hundred thirty six (ISC', both inctwsiive; also nil of the nixtt-rn (16) foot east and weet public alley worth of aiul adjoining the w>rth line of nil »» oae hundred thirty-seven »137) u> uiw hndreil forty-six (N\*,-, both inclusive\*. ai>d eooth of and adjoining the \*oiith Una of lots one hundred and thirty-Vix (134) ami tme hundred f«»rly-»e »en (147>\ alt in K. A. Cnmtaing'g Subdivision afore-| mentioned; also alt of that part of South Lcevitt street lynijt 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-! duceed east, and the south line of block ! fifty-two tvt) produced east: also all of that part of West Siaty-fourth. street north of and adjoining the north line of the west »»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 <!\*u alio si) of that part of West Sutyfourth street south of aad adjoining tee south line ef the east thirty-nre (W) feet of lot twenty-four (54), in block thirteen 113). snd north of and sdroiaing the north Kne of the east thirty-five i'3.M fe\*t of lot one (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 |3S> feet of tot twenty-four (24), in bloek forty-five, and north, of and adjoining the north lin\* of the east thirty-five t3S) fee? of lot owe (1), in block fifty-two f.i'2t. also all that part of the east and \*e\*t sixteen H6) foot public alley south of tod adjoining the south line of lots five (\*) » to nin» i9\ both inclusive, in bloek twelve (12); al-io all that part of the east an l we»t rxiecn (I6) foot public alley south of and adjoining the south line of lota five (5).

j ■ \ ;iij hi >i.-u.'i }y:.\, i\*;u:^\ r u; \* j ,S iMiv;\* .on «J tfce iKiriji h\*vi. ■ :>». f' s c t  
j -N^~tv«C »l<«<< i', M^.. «v>.vr.-h;: ' >ti'  
i- i,jyh-t i.lft Nor til. ^ .it;j;\* f-it;rt<-e«l J I j Khl of the 'I hii t >:u~ l'liu- ,>»' Mr  
\ dUnt illi< >»} Of fl;<t p>f f,f SolltV:  
) .Leavitt street ly.na. Miv»vr; f:p- n'.rt' ,i lisle of lot fortyViv t tO jtro,h\ rl writ.  
an,I tl.t -i.Hirii li«<- of j.r • • m u I thirty-nine Ctnv} prodm-i-i; tv^t; ai.vi a. : of that part of W«\*t Si\r,v-v\*er>tli i,bo<<  
south-«d and a-lji>:n'n^t hr >\* <ti\*!> tin,-i.t l\*i«s forty-eeven 14?i to ;lf;y\*«:-x. \*\*t\*»\*» ; both Mielit-iivo, and nart?i of  
ar«J »d «ir inj: the north Jittn of Jots one l aadred twenty-ninc (ViOt. to one ?nr.u\*Trd. trim-eieht 'TJi). both i(Hb)i<iv< ;  
a?<i ail f«f that part of tU< sixteen M> fx.f \*v\*t. and we.t pulilj;: alk-y sn«it'»» of ;tr1 a i-fining t?i« smith fin»- (i'Ua~ t  
-;ir«v^even s (3?\* to forty-six (4'ii, i\*4b »i:c1m«!Vc. | nrtd north of and adfoime? the nirta J:fw» • : <( (tots forty-«eveu 1-47;  
i'» tif\*C-.ix ; lioth iachiHivc: alsu aU » ,f tl at part f t j the sixteen (tfii foot ea^t a'.?d west | puhie alley south at at;d aijomin.?  
t:» ] South line of lots one l undred twenty-ii 'nine .<12!> » one lnm.lie-1 thirty-eisnt Viiap.,!. both im-lo-ivr, unl nt\*fta < ?  
\*«(=) J ad'iaitiK the itMrth line of fct? o\*se < huidr-1 thirty-riTiie iti'i- to one■Iwi.tred' 1-Jforty-ei^ht (14S\*. 'both ififl-n-  
ivr.. all it, ^;A!k rtoin s KiurkwiylxI Aii-iihon Iv tr\* ^isoothwest quarter ;S W. 'v. if ti ->-i.nineteen #19), Towiislrp t:urty-e'ii!  
it I r.'iS> North, Kan^t\* 1. f»»nrt»»en !4- r faH • of thp Third '3rt Prin-ip.il <http://-ip.il> Men lian; ', ak<> all of that part of  
S>iith f.ravitt I Street, lying; between tTie :ynVi hnt of \ lot two hundred thiiify >??.di prfMiieswl j| Wit, of AHertonV Kn'sfi-  
w\*\*\* A;?d:t'nt» ; ;if<»r«'.i.uentioncd, an ) the turtl. I'.te ot j. "block one (1) of iVter"? Jk>"und";v:~?io» |i of lot\* thive  
hunired twenty anr t "i; | turxc hundred' twenty-two Isy^ . t' r^e  
i I iin lfi'd twvntt-three (XI^ ^fl threv | hundred twenty-four (3.Mi. in A5'erton\*4  
ii .F4i|(te»00d Addition, etb>-. a'^o all of  
ii f that: prut of Wist ,Si't.v.(i?); ;tb place  
ii Y 'ftOi.ttk of and adto 'nirjir r?ic soaia Iin>.'  
ii i I'd' hit two fiuvjst-1. th?rt>'.es.e '2°1ft t:>  
ii ! 'two litjiv'fed foi'fy -21 »>V, irr' »\*»<<v>-  
ii j iand ritr??\* (if hh ; i ! • i t : £ t ve n  
« TT'oe.■ o? tofs t'iree linn 1.-- I t-«l' b\*een '!:i ; v l.to thee<- hundred twenty-tw/i t8;»-y (t\* / .oritfifi.tl'y tadt out. iioth  
n.el\*ir.ve; aJ o 'alf of tImt p.itt of tNc ».t\*i'en ! 'i- foc>t t- <?l ftu;l we\*t f'i'vt'i' y'Jrv sf>iltl- iv? .\,t»»»  
Iv,-i huiMriiT f.'l» itlv-ftiie tJTZl T) r\*"p >,!> vjl.-:/ thij'fy /"■ k.l>l, fn-a^ .v^ n<>r>h c.f an' ndj. titiisv- t! c (>orth 'r. rS



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bit- iVo !,;?;>;••! thirty-one ii.V-t' to  
two rewired forty \*34>1). -both tneyti'?;  
a!sa ati ot that f'art of the sittt-cn f tft}  
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ar.d adjoining the south liiee 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.;!.\*vi to -three  
hundred £Jiin,v».fotir \*33ll. both inclusive,  
nil Lri AUvfton\* Hn'tcwool Addition  
aforem«r0ti<S5ed.t rN© «\*}. of rku. part o5  
\$inith Leav:.tt street as laid our. in  
rcicr's I{'>v'ui5:«lvv«sfon cf lots three  
fctuUrxsi twenty ?one 1321), three hundred  
rvfr\*uy-two ?,,:>. tbive bun lrc.l twenty-  
thtve fe^-il au-l Huee hundred twenty-  
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dition aforementioned; also all of that  
' part ot South ieavitt \*street- lying be\*  
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wmtfi i'ino I ue of lot rive hundred seven  
Cflrjt pTodii; 'et iv-:=i\_r omt between the  
rorih line of ltt fiv,' hundred nm» tye»gnt  
tv\*<i jcfTvluv<-<j wv-f and the south line  
<<i \>r ^iv, t>;tjd»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 \*»&i>t; t lir:e of lot\*, four l-.uo-  
viii- I tiffren. f->i.5i- to four hundred ejjrfi"  
teen ,M8^!> 7 T«>t!i ;ntliime, nnd  
berth of and adioinios the «orih  
lene ot 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 west public alley north of and adjoining the north line of lot three

j. hundred -thirty-one (331), and also all of that part of the thirty (30) foot east and west public alley south of end adjoining the south line of lot three hundred thirty (330), in 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 vt). J-jut of the Third i3d) Prinpip\*! j Meridian, together with tot "A" in Ragle-}, w«od on the Hill Third Addition; aieo r j!1 of that part of the thirty (30) foot j; ea?fe and west pubtie all\*y north of and l' a I joining the north line of lot thrw j: 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 I ot the west half <VV. %) of the sotstlt-i we^t quarter iS. W. ^J) of Section ttio\*-l t?+n (>!)>, Township thirty-ei^ht (38) I Xortlu Range fourteen f 14>, Esst of the i Third \*3<t) r\*rineipal Meridian. I except I the north th'rty-aioe and twelve one-Hundredtha 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 Korty-ei^bth street aad West | Forty-ninth place lying between the east j line of South Osktey avenue and the ' we\*t line of the right of way of the i\*ttt) btttr<h. Cincinnati, Chioa^O and St. .Louts Ruilway Company; also the west eighty-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 ript of way of the said railroad; also tho west one hundred and fifty-six (IM) feet, more or leas, of that part of West Forty-eighth street lying between the west tine of South Hoyne avenue and the. esst line of the right of way of the said railroad: also the west one hundred and sixty-eight snd four-tenth\* (166,4) feet, more or leas, of that pert of Weet Forty-eighth place lying between the west' line of South Hoyne eveaue and th» east I me of the right of way af the ,4sid railroad: also the west forty-one and four-tenths MM I feet, more or tees, of that part of West Forty-ointb street lying between the w<3t line of South Hoyne evenue and the east line of the

April 24, \$812.

right of way of s.isd mi:road; aivj tttlfj \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 utoee 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-fcacoaod street a distance of one huadred and twenty-five (lis) feet, more ear lces; also the west one hundred and Ave (10\$) feet, move or let\*, of that part of We?t Fifty third place and West Ififfcy-fettrt\* place lying between the wee\* ha\* of South Hoyne arenu and the eaafc Rae of the right of way of said railroad: alio all that part ot South Leavitt street lying between the north Use of West Garfield boulevard aad the aawtk fa'ae of West Fifty-fourth street extended; also the seat ninety-nine anil ykreje-tiewbhs l>t3> feet, aaoe or less, of Oast part of West Fifty-fourth place tying between the east line of South Ofckley avenue, and the west line of Sewta. Leavitt street; also thai part of Sowth Irving avenue lying between the north line of West Fifty-math street and t he south line of West Fifty-seventh stare\* extended; etoo sll that part of West Fifty-eighth street extending east foe\* the east line of South Irving avenue a distance of one hundred snd eighty-two (tS\*) feet, «oore or less, and west from the west lifte of South Irving avenue a distance of oue hundred and forty-two (Mil feet, more or less; alto the seat three hundred and forty (340) feet, iftore or less, of that part Of West Sixty-(list street and West Sixty-second street lying between the eart line of South Qgtetgy avenue and ther-weat line-of-the right ef wsv of said railroad; Slsio all thwt pen of West Sixty-first street

I lyiing between ttit- writ line of the north and \*diith &l%tn n iir,, piidii: ftitl.-y west uf South iiovne atHiu\*-, s«J the. j ea<t line of the right of \*;iv of the Mid | riiiroa 1; alio ail that part of West ' Sixty second street lyn.» brt/M-vt, H r 'i \*'eit line of South fUnvltori avenue ant s the cut Kn<\* of the right of way i>f tru; jl said nKri\*ed; also all tint part of South Hamilton! avenue lying between ti e j south line of West iixty 6r.\*t street and I the north line of W^t Sittv-vMU-l t <tre> t: also all that part of South ; l.vAvitt street lying befwe-n the south | line of Weift Sixty-third street and the 1 north line of West Sixty-fifth street, and £ between the south line of West Sixty\* | filth street and the aorta 1 ee of West | Sixty-.ieireath <treer.; also the west one | hundred tod tweatv-two il'Jiii feet,

more or ten, of that part of West Sixty-fourth street lying between the west line of South Hamilton avenue and the east line of South Leavitt street, and the east thirty-five (35) feet, more or less, of that part of West Sixty-fourth street and West Sixty-fifth street lying between the east line of South Irving avenue and the west line of South Leavitt street; also all that part of West Sixty-sixth street lying between the west line of South Hamilton avenue and the east line of South Leavitt street; also all that part of South Leavitt street lying between the south line of West Sixty-seventh street and the north line of West Sixty-eighth street, and between the south line of West Sixty-eighth street and the north line of West Sixty-ninth street, and between the south line of West Sixty-ninth street and the north line of West Seventieth street, and also between the south line of West Seventieth street and the north line of West Seventy-first street; also the west two hundred and fifty (250) feet, more or less, of that part of West Sixty-seventh street and West Sixty-eighth street lying between the west line of South Hoyne avenue and the east line of South Leavitt street; also the west one hundred (100) feet, more or less, of that part of West Sixty-ninth street lying between the west line of South Hoyne avenue and the east line of South Leavitt street; also all that part of West Forty-ninth street lying within the right of way of the said railroad; said parts of said streets - hereinafter described - are one hundred and fifty-five and six-tenths (155.6) feet, more or less, of the east

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and public alleys in the three blocks bounded by West Forty-seventh street, West Forty-eighth street, the west line of the right of way of said railroad and South Oakley avenue; also the west eighty-one (81) feet, more or less, of the east and west public alleys in the block bounded by West Forty-seventh street, West Forty-eighth street, South Hoyne avenue and the right of way of the said railroad; also the west one hundred and six (106) feet, more or less, of the east and west public alleys in the block bounded by West Forty-seventh street, West Forty-eighth street, South Hoyne avenue and the right of way of the said railroad; also the west one hundred and ninety-two (192) feet, more or less, of the east and west public alleys in the block bounded by West Forty-eighth street, West Forty-ninth street, South Hoyne avenue and the right of way of the said railroad; also the west one hundred and four-tenths (104) feet, more or less, of the east and west public alleys in the block bounded by West Forty-ninth street, South Hoyne avenue and the right of way of the said railroad; also the west forty-four and two-tenths (44.2) feet, more or less, of the east and west public alleys in the block bounded by West Forty-ninth street, West Fifty-first place, South Hoyne avenue and the right of way of the said railroad; also the east two hundred (200) feet, more or less, of the east and west public alleys in the four (4) blocks bounded by West Forty-ninth street, West Fifty-first street, the right of way of the said railroad and South Oakley avenue; also the west sixty-eight (68) feet, more or less, of the east and west public alleys in the three (3) blocks bounded by West Forty-ninth place, West Fifty-first street, South Hoyne avenue and the right of way of the said railroad; also the east one hundred and forty (140) feet, more or less, of the east and west public alleys in the block bounded by West Fifty-first street, West Fifty-second place, the right of way of the said railroad and South Oakley avenue; also the west, ninety (90) feet, more or less, of the east and west public alleys in the block bounded by West Fifty-second street, West Fifty-first place, South Hoyne avenue and the right of way of the said railroad; also the east two hundred and seventeen (217) feet, more or less, of the east and west public alleys in the block 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 (2) 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 alleys and the west thirty-five feet, more or less, of the east and west public alleys in the block bounded by West Fifty-fourth place, West Fifty-fifth place, South Hoyne avenue and the right of way of the said railroad; also the east ninety-nine and three-tenths (99.3) feet, more or less, of the east and west public alleys in the two blocks bounded by West Fifty-fourth street extended, West Fifty-fifth street, South Leavitt street extended, and Gage Park avenue extended; also all of the public alleys in the two blocks bounded by West Fifty-sixth street, West Fifty-seventh street, South Hamilton avenue and the right of way of the said railroad; also all of the public alleys in the block bounded by West Fifty-seventh street, West Fifty-eighth street, South Leavitt street and South Irving avenue; also the west one hundred and twenty-two (122) feet, more or less, of the east and west public alleys in the block bounded by West Fifty-seventh street, West Fifty-eighth 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 Fifty-seventh street, West Fifty-eighth street, West Fifty-ninth 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 Fifty-ninth street, West Sixty-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 alleys in the block bounded by West Sixty-first street, West Sixty-second street, South Hoyne avenue and South Leavitt street; also the west seventy-five (75) feet, more or less, of the east and west public alleys

in the block twutnded by West Sixty-ninth place, West Seventieth street. South Hoyne avenue ami-Sou th->nviti - street:-also-Uie- wett- ttventy-ftVe (251 feet, nu>re or less, of the e\*i\*1 and we^t public alley in the block hounded by West Seventieth street. West

S X|->M\*i|f3; ft/SiifESS,

>ev\*\*nt>i-0> jiiioc. Soitt; H<>y>ii} .A .iii-!' and South Leavitt <l reef; sig eoiwd hired and indicate\*) by the words "'To 5\*> V>eated" on the 'plat hereto :>tt;>eln-i?, <!\*ic!> p5>t for greater c-rrainiy i\* here by made a part of this ordinance.

The vacation of thoe portions of any east and west streets. b.er>>trtbf<<'e itifii-toioived to be vacated, 'ring west. >\*> the present right of way of the I'iUjWrul?, Cincinnati. Chicago "and St. l.oi>i<t It i.t-way Company and between West Forty-seventh ■ street ami Wc\*.t Forty iunih street, or lying south of VVe^t: Forty-ninth street and' either east of the- said preseat right of wsy of >>id Fitf^yurgfc, Ctacisnati, Chicago and St. Loui\* Had war Company or west of the right of way of the Baltimore 4 Ohio Cbicago-Terminal Railroad Company, shall be condicitional upon the acquisition and proper dedication by the sssd railroad or railway companies respectively to the public for use as a publis street or alley of the strip or stripe of land describe\*! as follows:

A North and South Alley not le?.\* tU t 1<<{J feet in width between iJcAvitt sttvmt aad Oakley avenue, west of and adjoining the property of the Pittsburgh. Cin-. ciouoti. Chicago and St. .Louts Railway Company, said alley to coiinct th\* east and west alley between We<t Forty-seveath Mreet "am! Wen Forty-seventh place with either We\*t Forty-seventh street or West Forty-seveath place.

A. North and South Alley not l>s< than lo.G feet in width her v.mi l>>>>vu> ^tr>^\*t aix! Oakley avenue, west of and adjo'm-\*ag the property of the Pittsburgh. Cincinnati, Chicago and M, Louii Railway toapuny, said aH>y to eOnnct the .ea<?t. and west alley between We-Jt Forty-seventh plaee "end Wc\*t Forty-eghth street with either West .Forty seventh, place or "West Forty-eighth street.

A North snd South Alley not les\* t han ltj.0 feet In width between .leavitt street and Oakley avenue, west of and adjoin-fang the property of the fjltimore Jt Ohio Chicago Terrains! Railroad Company, said alley to connect the <ftsi aitl west alley between West. Forty-ninth street and West Forty-ninth, [drue with We%t Forty-ninth plueo.

A North end South Alley not J>v<< than 44.0 feet-to width IwHiwecinLe svitt street, and Oakley avenue. <re\*t. of and adrift- iflg the property of the llai'timor\* & Ohio Chicago Terminal Ra'lewd Com- \*t III)

;>lf.-v : <<"(,"<\*,>:"> " ,~T

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

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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^'iij^: ;nan>v,il; c;; m~,,

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A North and South Alley not less than 26 0 feet tn width between Leavitt street and Uoyne arenuue. 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 cither 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-eicatS. Chicago 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. "

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A North aad Sooth Alley not less than 18.0 feet, in width between Leavitt street and Hoyne arena\*, eitst 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 ttsit 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 Cotnpny, said street to extend from the souk 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 Plttebuigb, C4n-etnati, Chicago aad St. Loufe Ihsilway Company, the Eagle wood Coaaetdug Railway Company, the Battixnore & Ohio Ch'eafo Terrain\*) Railroad Company sad the Cawn Stock Yard a&d 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 lX«da of

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April 22, 1912. VNi'iNlsliAii Ctiauvcs.s.  
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Exhibit B 1928 Ordinance (attached)

Page 1 of 1

JOURNAL OF THE CITY COUNCIL

Meeting of the City Council, Monday, July 11, 1928.
Present: Mayor, Aldermen Nelson, Hoollen, Mises, Vanlinden, Most, 15.
Absent: None.

Proposed Resolution (if passed) for the Regulation of the Business of Motor Automobiles.

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

Report of the Committee on Judiciary and Special Assessments, July 11, 1928.

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

Your Committee on Judiciary and Special Assessments, to whom was referred the resolution on page VIII of the order in the matter of proposed legislation for the regulation of the business of motor automobiles and for the regulation of the business of motor automobiles, having had the same under consideration, do hereby report and recommend that the same be placed on the order for the passage of the same.

Respectfully submitted,

(Signed) Oscar F. Nelson, Chairman.

Alderman Nelson moved to concur in said report.

No objection being made by any two Aldermen present to the consideration of said report for final action thereon until the next regular meeting, and the question being put, The motion prevailed.

TRACK ELEVATION.

Resolution of the Western Indiana Traction Co. and Other Traction Companies for the Elevation of Certain Railroad Tracks.

The resolution submitted a report on the proposed ordinance submitted for the elevation of certain railroad tracks at West Tenth Street from South Wood Street to Columbus Street, from West Tenth Street to West 87th Street.

Alderman Toivola moved to concur in said report and ordinance.

No objection being made by any two Aldermen present.

Luigi J. Toivola moved to concur in said report and ordinance.

The resolution submitted a report on the proposed ordinance submitted for the elevation of certain railroad tracks at West Tenth Street from South Wood Street to Columbus Street, from West Tenth Street to West 87th Street.

Yours truly, Oscar F. Nelson, Chairman.

Luigi J. Toivola moved to concur in said report and ordinance.

Walter J. Toivola moved to concur in said report and ordinance.

11 o'clock. Meeting adjourned until 7:30 p.m. Monday, July 11, 1928.

Meeting of the City Council, Monday, July 11, 1928. Present: Mayor, Aldermen Nelson, Hoollen, Mises, Vanlinden, Most, 15. Absent: None.

'S' in the title of the ordinance: as follows:

AN ORDINANCE

Authorizing and remitting the Chicago and Western Indiana Railroad Company, the Belt Railway Company of Chicago, the Wabash Railway Company, The Pittsburgh and Erie Railroad Company, The St. Louis and North Western Railroad Company, The Baltimore and Ohio Railroad Company, and The Terminal Railroad Company, and The Chicago and North Western Railroad Company, to construct and operate a line of railroad tracks within the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

Section 1, Paragraph 1. That the Chicago and Western Indiana Railroad Company, the Belt Railway Company of Chicago, the Wabash Railway Company, The Pittsburgh and Erie Railroad Company, The St. Louis and North Western Railroad Company, The Baltimore and Ohio Railroad Company, and The Terminal Railroad Company, be and they are authorized to construct and operate a line of railroad tracks within the City of Chicago.

Paragraph 1. The Wabash Railway Company shall lay out its roadbed and tracks between the west line of South Wood Street on the east and the west line of South Western Avenue on the west, in such a manner as to comply with the provisions of this ordinance insofar as it may apply to the said Wabash Railway Company. From the west line of South Wood Street, the tracks of the Wabash Railway Company shall extend westwardly on a substantially level grade to a point on the west line of South Western Avenue, where the top of rail shall be not less than

38.5 feet, above City datum: from the west, line of South Western avenue the tracks shall descend on a suitable grade to an elevation 31.3 feet at the crossing, of the tracks of The Pittsburgh, Cincinnati, Chicago and St. Louis Terminal Railroad Company. The Baltimore and Ohio Railroad Company, then said tracks shall rise on a suitable grade to the east, line of South Western avenue where they cross the elevated tracks shall cross the line of South Western avenue at an elevation of not less than 38.5 feet, above City datum to the west line of said avenue; thence the tracks may descend on suitable and convenient grades to connections with existing tracks.

Section 3. The Chicago and Western Indiana Railroad Company and the Baltimore and Ohio Railroad Company, then said tracks shall rise on a suitable grade to the east, line of South Western avenue where they cross the elevated tracks shall cross the line of South Western avenue at an elevation of not less than 38.5 feet, above City datum to the west line of said avenue; thence the tracks may descend on suitable and convenient grades to connections with existing tracks.

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i shrill rise on a suitable grade to the east line of South Western avenue where their elevation shall be not less than 38.5 feet, above City datum; thence said 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 grade to a point on the west line of South Western avenue, where the elevation of the top of rail shall be not less than 31.0 feet, above City datum; from the west, line of Stout li Damon avenue the tracks shall descend on a suitable grade to an elevation of not less than 31.0 feet, above City datum; thence the tracks may descend on suitable and convenient grades to connections with existing tracks.

Paragraph 4. The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company shall elevate its tracks between the south line of West G9111: street on the north and the south line of West

j tJ7ta "street on the south, in such a manner as to comply with the provisions of this ordinance insofar as condition imposed upon said The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company. The Baltimore and Ohio Railroad Company shall extend southwardly on a substantially level grade to the south line of West Seventy-third street where the elevation of the top of rail shall be not less than 31.0 feet, above City datum; from the south line of West Seventy-third street the tracks shall descend on suitable grades to an elevation of 31.5 feet, at the crossing of the tracks of the Chicago and Western Indiana Railroad Company. The Baltimore and Ohio Railroad Company shall extend southwardly on a suitable grade to the north line of West Seventy-ninth street where their elevation shall be not less than 31.5 feet above City datum; thence, said tracks shall ascend on a suitable grade to an elevation, not less than 40.5 feet at West Eighty-third street and not less than 50.0 feet at West Eighty-seventh street the tracks may descend on suitable and convenient grades to a connection with the present tracks of said railroad company.

Paragraph 5. The Baltimore and Ohio Chicago Terminal Railroad Company shall elevate its tracks, from the south line of West Sixty-

ninth-street on the north to the east line of South Western avenue on the south, in such a manner as to comply with the provisions of this ordinance insofar as conditions are imposed upon said The Baltimore and Ohio Chicago Terminal Railroad Company. From the south line of West Seventy-third street where the elevation of the top of rail shall be not less than 37.0 feet, above City datum; from the south line of West Seventy-third street the tracks shall descend on suitable grades to an elevation of 31.5 feet at the crossings of the tracks of the Chicago and Western Indiana Railroad Company, The Bell, Railway Company of Chicago, and the Wabash Railway Company; thence said tracks shall ascend on suitable grades to a connection with the present elevated tracks of said railroad company at the east line of South Western avenue.

Paragraph 6. The Baltimore and Ohio Connecting Railroad Company shall elevate 11\* roadbed and tracks from its connection with the Baltimore and Ohio Chicago Terminal Railroad Company, then said tracks shall rise on a suitable grade to the east line of South Western avenue at an elevation of not less than 38.5 feet, above City datum; thence the tracks may descend on suitable and convenient grades to connections with existing tracks.

Paragraph 7. If the railroad and railway companies herein mentioned shall agree to eliminate the railroad crossing at Seventy-fifth and Sixth streets they are hereby authorized and empowered to do so in such manner and upon such terms and conditions as they may now or at any time hereafter agree upon; provided such agreement shall in nowise change the specifications, elevations and grades established by the City of Chicago, for subways within the limits suited in this ordinance.

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



SECTION 2. Paragraph 1. The elevated roadbed shall be composed of a uniform material that is of a permanent character and sufficiently substantial to bear the loads to be imposed upon it. The side slopes and lateral dimensions of said embankments shall be determined by the natural angle of repose, of the materials of which said embankments may be constructed, but wherever it may become necessary for the purpose of keeping said embankments entirely within the lines of the rights of way of said companies, such portions of said embankments at all snub 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 and 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.

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Page 1 of 1

### *Journal of the City of Chicago*

character and sufficiently substantial to bear the loads to be imposed upon it. The side slopes and lateral dimensions of said embankments shall be determined by the natural angle of repose, of the materials of which said embankments may be constructed, but wherever it may become necessary for the purpose of keeping said embankments entirely within the lines of the rights of way of said companies, such portions of said embankments at all snub 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 and 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.

Section 2. Paragraph 1. The elevated tracks shall be carried across all streets in which subways are, hereinafter provided for, on suitable bridges of not more than four spans whose superstructure shall consist of iron, steel or reinforced concrete, or a combination of the same, with some suitable device provided that such present storm water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath.

Paragraph 2 The said bridges shall be of the so-called "ballasted type", and 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 right-of-way of the streets or avenues 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 3. Paragraph 1. The Chicago and Western Indiana Railroad Company, The Helt Railway Company of Chicago, and the Wabash Railway Company shall construct subways where said tracks are interceded and crossed by South Dainen avenue and South Western avenue.

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

Paragraph 3. The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company shall construct subway where said tracks are intersected and crossed by West Seventy-first street, West Seventy-third street, West Seventy-ninth street, West Eighty-first street and West Eighty-third street.

Paragraph 4. The Hall County Terminal Terminal Railroad Company shall construct subway where said tracks intersect and crossed by West Seventy-first street, West Eighty-third street, West Eighty-ninth street, West Ninety-first street and West Ninety-third street.

Paragraph 5. The Erie Railroad Company shall construct subway where said tracks intersect and crossed by West Seventy-ninth street, West Eighty-third street and West Eighty-ninth street.

Section 4. The subways hereinbefore referred to in Section 1 shall be constructed as to their location, dimensions, location and other details, in accordance with the following schedule:

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

The elevation of the floor of the subway outside of said subway, to points not less than 10 feet beyond the portals thereof, shall be not less than 5 feet above City datum. From such elevation the approaches shall extend on a grade of 3.0 feet in 100 feet to 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 15 feet. Width of roadway in subway 46.0 feet. Width of sidewalks in subway 10 feet each.

One line of columns may be placed in each sidewalk space immediately inside tile 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 South Western avenue under the tracks of the Chicago and Western Indiana Railroad Company, The Bell, Railway Company of Chicago and the Wabash Railway Company, (Street 60 feet wide.)

The elevation of the floor of the subway and of the roadway outside of said subway, to points not less than twenty (20) feet beyond the portals thereof, shall be not less than twenty-one and five-tenths (21.5) feet above City datum. From such elevation (the north approach shall extend on a grade of 3.0 feet in 100 feet to connection with the 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 elevation 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 roadway 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, 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 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 each 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 10 feet from the face of the east subway wall.

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; the face, of the fnoi subway wnull' shall be placed on the east street line.  
Clear headroom not less\*than Iliia fect.

The er(isiiii)r sewer located' approximately on the center fine or the roadway may be changed or altered in a manner to be approved by the Commis-

sioner of Public- Works to permit the construction of piers to support the line of columns to be placed in llie cunter 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 Compniiv of Chicago {Street. SO' feet wi<le.)

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 (5iV>. Township Thirty-eisfht WS^ North, Ran&ro Thirteen

f.131 East of trie Third Principal 'Meridian, flunk J .County, Illinois, a distance of Two Hundred Thirteen and Ninety-four Hundredths (2Cl.II.4) feet east-of the North and South Center Line nf north-east one-quarter (if. "13. VI' of said Section Twenty-five. (251, said point being approximately One Hundred Kleven and Sixteen Hundredths feet (11 lvlf!) west of the intersection of original south-easterly lino of Columbus avenue with said east and whs I. center tine: thence northeasterly on straight line matins 311^In with said- east mid-west center line of F'il'iy-tbree Decrees (3.V' i Eight Minutes iff'; a distance of one hundred I forty-one and eighty-seven hundredths i'IV1.87<sup>1</sup> j -feet-more or less lo an intersection with line one I hundred thirteen and five-tenths feet rli3.3" north of and parallel'to said east and west cnler line.

The elevation of the floor of the subway and of the roadway, outside of paid subway, to points not less than twenty feet (20') beyond t he portals there-' of shall be not less than twenty-niie and five-tenths feet.(i1.5'i-above city datum. Prom such elevation Uift approaches shall extend on a grade of n.fi feel in loft feel to connections with the surface of thu street

.Tin: elevation of the curb? in Hie subway and adjoining the. rnni'kvay onLsido of the subway to the point of curvature of (he vertical curve at. the fiiof of each- approach shall be the same as and uni-fyrrn with the crown of the roadway.

Width between walls of subway f->n feel. Width of roadway in subway 60 feet. Width rtf sidewalk,?, in subway 10 feet each.

One line of columns may bo placed in each sidewalk-space immediately inside the curb line, and One line of columns may he placed in llie 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 feel wide.)

The elevation of the door of the subway and of llii; roadway outside of said subway, to points not less than 20 feet beyond the portals thereof, shall be not less than 20.O leel above city datum, from such, elevation the approaches shall extend on a

f surface of the street. grade of 3.11 feet in. 100 feet, to connections with the...

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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 vortical curve nt the foot, of each

approach shall be the same as and uniform with the crown of the roadway.

Width between walls of subway 60 feet. Width of roadway in subway 66.0 feet. Width of sidewalks in subway 10.0 feet each.

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

Clear headroom not less than 13.5 feet

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

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

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

Width between walls of subway 60 feet. Width of roadway in subway 66.0 feet. Width of sidewalks in subway 10.0 feet each.

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

Clear headroom not less than 13.5 feet.

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

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

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

Width between walls of subway 70.0 feet. Width of roadway in subway 80.0 feet. Width of sidewalks in subway 10.0 feet each. One line of columns may be placed in each sidewalk space immediately inside the curb line and one line of columns may be placed in the center of the roadway to support the superstructure. Clear headroom not less than 13.5 feet Subway in West Eighty-third street under the tracks of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company and The Baltimore and Ohio Connecting Railroad Company. (Street 100 feet wide.)

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

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

Width between walls of subway 60 feet. Width of roadway in subway 66.0 feet. Width of sidewalks in subway 10.0 feet each.

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

Clear headroom not less than 13.5 feet.

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

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

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

Width between walls of subway 60 feet. Width of roadway in subway 66.0 feet. Width of sidewalks in subway 10.0 feet each.

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

Clear headroom not less than 13.5 feet.

various more than one (1) lot in six

trades of all the (reel) and which ally -ulivass and apin-r'Ochrs ar' ill ari-irihiure with (he pro<sup>1</sup>, isjns of this ind (lie same are hereby obanped to the amdes of such subways

Slit-TiuN <li The roadway outside each s-iilnvay shall be 'inilorni in width with the roadway in such i-||>w:iy lo points n.il. less than twenty 'i'OU feel be-\ond ihe portals iliere-nf. anil from .such points shall vary unit'-.:ool; l' III' established wutib .-if Mo- roadway at the he.i.l of each apprueli in every street wlo-rem .-ueli stal'.lisbeil wi.lt <http://wi.lt>li shall lie «dill'er-nl, from tii.'ii 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 oilisii!" the subway lo points twenty l'.ti.O'. fe'i. beyond tie- portals thereof and on the approaches thereto shall be uf .neli width u= the Cnuuiuis'iiuie!' of Public Wniks shell specify; provided, 'hat. no roadway shall he const meted that llic width thereof slia «>; feel.

^le/m >n :tvenii"S n to he built ordinance, shall be so as to conform ;md approaches as they stiall tn." dep;-ess<d p-nrsniint to lie' |o'ovi. -iioi:: of tin'-- urdiunt'n.c. and l.he grades -o!^lt-tfr-'\*^!r:rrrs-!md"-:itTT>^~ttnt-"iil'ei|=eri--|tiTr np-- proehi-s to subway; ilesra-iliied'in' Section 'i"/-i of this ordinance shall he depressed at line rate of 3.0' feel in 100 feet so as lo conform to'the fi-ado of the approaches to said subw?iys iiiiii.1 shall' in,alt re.-pee.b5 <http://re.-pee.b5>be considered u portion of s.aid': appi'oaelies.

SfXTiON 1-d. Vertical curves shall lis' coisil-pu'iif-ed where the cuds of the approaches to said subvvyi connect at the'top willi the. grades of the '.street\* and at llic bottom Willi the grades-of l.lni siinny 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'.lwet>ty-fice i'2S.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 (lic intersection between the {rnideo! dhc appiou'eh and the grade of (lic llooe of" the subway:.'

The point of inlersecao. of the vertical- curve al. the fool, uf each approach to each subway shall be nol less than forty-live (iS.O) feet firont'f'he por-enl of the subway.

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

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

Paragraph i. All exca-vations that, -.hali be. made wit hi 11 title limits of the subways and t he approaches thereto and beneath the .-ub-simif-j of-the sanl\* prior lo the ion ins of llic subways, silajj lie backlilietl w.il.li sanil. LvrilN'el. cinders or any other niuiferinl sat'isffice-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 jk:i:li-illinu liefonj the piive-i.'ionf is laid; pi'oviiied. liowiver. thai, it in lh>;.construction in" any such subways nnd' approaches It ntav becoine necessary to disturb, remove 01: destroy any pipes, conduit., wives or other properly heibne-in'r lo or leased by any private corporation, or individual i.fiuir than any id.rret. railway eohipooy treated in para^rapl i- of vjclii'm 7 hereof, said owner fir lessee is hereby nufhtu.'ized and >j<iiiW;d lo make suchi re.-.ii'r:mffk(iu;nf, relocation, replacenieit or ci.iiiovu! ile-rcol' as may be retpiu'cd lo conform In the ii;u-k elevation herein provided for "as the-work or such elevation progresses. Hut fluil-requirement shall tint, be conclusive of the-'tiar bilify for the expense oT such rearrangement, relocation, replacement, er rezinival, it, beiu'f the pi.ii'pose ami intent, of l.hi.- provision thal, such expense, as iiiioitii; the parties involved, shall be, borne accordingly lo and agreeably 'o law. Providoci. however, lbiil. #111:li track elevation work shall he so .con. diirleil us to permit llic free and in 1 ulurruicd<-il coil- ■ -finiKiirt-of- ^thr:C-phbtic-util-ity-s\* rvice-insnf ar-as-

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i of the Com'missiQmjr of Public Works:

■ iioragraph 3. Tharaiiroad anil railway companies, priiriwherelo, slui.ll <http://slui.ll> jrvc reasonable, notice in writ-ing 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 loca-tion bi said wire-Or wire? as. hereinafter provided; rind in.-casij of the'inability of said railroad or rail-way companies to ascertain the owner or owners, lessee', or,, lessees of any- one or more of said wires, they: shali'noUf.Y thiy Commissioner, of Public Works, in '.writing, ofthc'eharacler and locution of llic wire n'r'wir?- the- 'owner or owners, lessee or lessees of which they are unable to ascertain, and said Com-caiiie, said notice lo hi served on the owner or owi'ims. ic3sec.br- <http://ic3sec.br-> lessees of said wire or wires, who shall dispose of said wire or wires in such manner as not to interfere, with the work of said railroad or.'railway companies, and in case said Conirmis-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 siiid- 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 raiiway companies, or said. CoDirriissijrncr nf Public Works, llic owner .or owiiv-rs.l' lisssee or lessees of said wires shall place them and the poles carrying the same temporarily in si.ic.li <http://si.ic.li> a position as lo insure proper and safe clen.r-ar.es <http://ar.es>. from (lic construcUim aad equipment of the

-said' railroad or railway companies, and maintain  
theiik in such temporary condition until such time  
as the eonM ruction work of said railroad or rail-  
way' companies lias reached such a singe that the  
wires .can be run underneath Lite, roadbed? and tracks  
of: pasil.ii.iuupitnics in conduits, the necessary consents  
i: being, properly "secured, or can he passed through  
i Lh(!.:'fiil'»iay=-provided for in this ordinance. In the  
' event that it is contemplated by llie person or pers-  
i sons; private corporation or corporations owning  
or leasing the wire or wires in complying with the  
l provisions of this paragraph to pass said wires  
: through 1,1'ie subways in conduits, Jiaid conduits shrill  
be eniireiy completed, including oil necessary man-  
holes., prior to the time the said railroad or t-ail-  
| way companies be?-"in the work of paving the sub-  
ways-and approaches, fn the event, however, that  
the person or persons, private corporation or cor-  
porations, owning or leasing the wires aforesaid, in  
complying- with the provisions of this paragraph,  
elect- to string saiii wire or wires on tin: under-  
side, .of... the bridge struct.ure supporting the trueks  
of' said railroad or railway companies, the said  
' wires-shall be strung in a 'manner to bo agreed upon  
by said.'owners-pi: lessees and said railroad or rail-  
way, companies, and without any compensation being  
paid therefor lo said railroad or railway co.mpnuy  
or companies and without any liability on llie part  
of any' such railroad or railway company or com-  
panies 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 wire?,  
shall be. strung by the owner or owners, lessee or  
f lessees' thereof, ori the underside of the structure  
supporting, the tracks, or said- ro.ilrctad or railway  
company or companies in 'such- manner as the Com-  
iRissicriei-of-"Pubiifi-\*Wotk9--9hitll-dicM?c!.-;-provide'! -

however, that in no ease .-hall more f.'uuii two pertriiiitueu trolley wires be strung in any subway through which street railways pass or may hereafter pass.

All overhead wires or cables, belonging to Llie City of Chicago that cross the proposed elevated road-bads nml Lriicks of the railroad or railway companies shall be disposed of in one of the manners hereinbefore provided, ,is the Commissioner of Public Works may direct, and at the sole expense, of the railroad and railway company or companies whose tracks said wares or rallies may crn«.

Section i5. Paragraph 1. Provision shall be made for the drama;;-! or fit\*\* subways where streets ;tre depressed as provided for in Ibis ordinance, by the construeliun of receiving basins properly local ed m or intmediali.:lv adjacent to said subway.-:, winch said receiving basins shall he connected willi and discharge their contents into the adjacent city sewers. Provided, however, (hat where no adjacent city sewer exists ai. 'he lime any such subway shall he constructed. the said railmad or railway company or companies involved shall provide means lo adequately drain such subway until a city sewer shall be constructed through or adjacent to such subwa>.

Adequate provision shall be made ill, each of lIhe subways provided for in this ordinance Jo prevent storm writer front flowing over the copings and around the, ends of abutments upon the 'idewulN;-md whore necessary by connection- into il.reivers.

Paragraph Any sewers or water mains lvnig below the surface of such streets as are not provided with subway? under the terms of this ordinance, hul which - ewo!'"< or waler mains pnsa under the lrierks of said raitro.'id or railway companies shall be adequately protected by said companies by constructing over them arches, of brick or concrete masonry sutllciitifiy strong in bear the loads of the proposed supennipn?eii eiinnnfcmerils.

Section 7. Paragraph 1 'fin.' subway- and approaches thereto shall be constructed by lIhe said railroad and railway companies in lIhe streets and avenues al'liresiiiiil sat ;ls to conform to the following structural requirements:

(a; lli any street, wlmdi shall be improved with pavement other than macadam or as|iihal!.ic macadam al. the ti-ue the subway I herein shall be constructed, the roadway-;- in- the subway and on the approaches thereto to the end of Hie 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 alley:-: described in sub-paragraph (d^ hereof; shall be paved with No. 1 granite block pavement laid upon a base of Portland cement, concrete eight. l.K? Inches in depth.

(b> fn any street which shall be improved with macadam or asplialt.ic macadam .pnvsmenf, at the time the subway therein shall lie constructed, tho roadways in the subway and on the approaches thereto, lo the limit of the right of way of the railroad or railwaj- company or companies, or lo (he end' of the vertical curve at the head of each approach, whichever such points shall he closer to the nearest, portal of the subway (except any portion? of said approaches beyond- the lines of the street in which llie subway shall be crinsruc-led in intersecting streets and alleys describee) in subparagraph {di'hereoP. shall he paved with No. 1 granite block pavement laid upon a huso of Porllnnd cement, concrete eight C<sup>1</sup> inches in depth.- any por--fcton\*-oH he- approaches-beyond-t tie-)rmti\*-r?#the'area

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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.

(f) 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 (g) hereof), shall be paved with one-foot 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.

(g) 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 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.

(h) 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 (f), (g) and (i) hereof.

(i) The "limit of the right of way," referred to in sub-paragraphs (f) and (g) 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 where the street crosses the subway.

(j) The curbs and sidewalks in the subways and on approaches thereto shall be constructed of concrete, and the curbs and sidewalks upon the approaches 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 the same manner as if the sidewalk were damaged or destroyed.

The sidewalks on said approaches shall be constructed to the same grade as the sidewalks in the respective streets on which the subways but shall not be less than six (6) feet in width.

All such pavements, curbs and sidewalks shall be constructed in accordance with the specifications approved by the Commissioner or 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 amount of twenty-five thousand dollars (\$25,000) conditioned that in constructing the same, the contractor shall furnish and use good material and employ such workmanship as 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 roadway beds 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 grade 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 if or their track or tracks and do and perform all other work, of excavation, removal, construction and relocation 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 relocation. 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 grades, restoration and reconstruction of 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 on either side of their rail track\* in the  
manner and to the extent now or hereafter ro-

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Paragraph 5- Ejtcbpl as provided in paragraph 8 of Section I hereof, nothing in this ordinance shall be so construed as to require the said railroad or railway companies to assume or pay any damage to adjacent or adjoining property properly caused by the excavation, elevation or depression or change of grade in any of the public avenues, streets or alleys, incidental to the excavation of the roadbeds and traces of said company or companies as herein required" No one be elevated, or to defend any suit or suits that may be brought by or against any party or parties for the recovery of any such damages, but for and in the event of the agreement of the railroad and railway companies herein mentioned to do and perform all the obligations upon them imposed by this ordinance, all such damages, if there be any, shall be adjusted and paid by the City of Chicago and said City of Chicago will assume the defense of any and all suits brought for the recovery of same, intervening therein if necessary for the purpose, and shall wholly relieve said railroad or railway companies from defending the same and shall assume and pay all judgments recovered therein: provided, however, that said company or companies shall be liable for such damages; as may arise from the negligent performance by said company or companies of any obligations imposed by this ordinance.

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

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

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

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

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

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

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That provision in this section including waiver of right of eminent domain for land alien for a street or streets, shall apply to land owned, used or occupied for a railway right of way at the time of the opening of any such street or streets, avenue or public way, but the sole and expense of the construction of such subway or subways and of such bridge or bridges may be necessary to carry all the track- roadway 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 and railway companies, and in no case, shall such subway or subways, bridge or bridges, so to be built, be inferior in any respect to the bridges and subways, provided for in this ordinance, to be built, by the 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 by the city for such work and improvements shall not exceed the actual and reasonable cost thereof. Said bridges respectively shall be constructed so as to support and carry across the lines of such proposed streets all the tracks of said companies then existing or which may hereafter be constructed within the limits of the right of way and yards of said companies as they exist at the time of the passage of this ordinance. The said railroad and railway companies shall not be required to do any work towards the construction of any such subway until the cost, thereof as may be estimated by the Commissioner of Public Works and the Chief Engineers of said railroad or railway company or companies, shall have been paid over to said railroad or railway company or companies, or deposited in some responsible bank for its or their benefit and to be paid over to it or them in monthly installments upon certificate of file engineers in charge of said work proportionately as said work progresses. If the actual cost shall exceed the amount so paid over or deposited, the City of Chicago shall reimburse the railroad or railway companies for the excess cost, and if the actual cost shall be less than the amount paid over or deposited, the balance shall be refunded or returned to the city. The grade of the roadbeds and tracks of said railroad or railway company or companies shall be as established.

Article III  
Section 1

Section 1. The Chicago and Western Indiana Railway Company, The Kelt Railway Company of Chicago and the Wabash Railway Company shall complete the elevation of their tracks over and under the subway in the Western Avenue on or before the 1st day of January, 1933, and shall complete the subway under their tracks in South Dearborn Avenue on or before the 1st day of January, 1933, provided, however, a contract, for paving and curbing in the roadway in South Dearborn Avenue between West Seventh Street and West Eighth Street shall have been entered into one year prior to that date and notice of same given to the said railroad and railway companies, by the Commissioner of Public Works of the City of Chicago. If such contract, shall not have been entered into by the said railroad and railway companies, then such subway shall not be constructed until such contract has been entered into and notice of same given to the railroad and railway companies by said Commissioner of Public Works. Upon receipt of such notice the said companies shall proceed with the work of constructing said subway.

Chicago and Western Indiana

Section 1. The Chicago and Western Indiana Railway Company, The Kelt Railway Company of Chicago and the Wabash Railway Company shall complete the elevation of their tracks over and under the subway in the Western Avenue on or before the 1st day of January, 1933, and shall complete the subway under their tracks in South Dearborn Avenue on or before the 1st day of January, 1933, provided, however, a contract, for paving and curbing in the roadway in South Dearborn Avenue between West Seventh Street and West Eighth Street shall have been entered into one year prior to that date and notice of same given to the said railroad and railway companies, by the Commissioner of Public Works of the City of Chicago. If such contract, shall not have been entered into by the said railroad and railway companies, then such subway shall not be constructed until such contract has been entered into and notice of same given to the railroad and railway companies by said Commissioner of Public Works. Upon receipt of such notice the said companies shall proceed with the work of constructing said subway.

Chicago and Western Indiana

Section 1. The Chicago and Western Indiana Railway Company, The Kelt Railway Company of Chicago and the Wabash Railway Company shall complete the elevation of their tracks over and under the subway in the Western Avenue on or before the 1st day of January, 1933, and shall complete the subway under their tracks in South Dearborn Avenue on or before the 1st day of January, 1933, provided, however, a contract, for paving and curbing in the roadway in South Dearborn Avenue between West Seventh Street and West Eighth Street shall have been entered into one year prior to that date and notice of same given to the said railroad and railway companies, by the Commissioner of Public Works of the City of Chicago. If such contract, shall not have been entered into by the said railroad and railway companies, then such subway shall not be constructed until such contract has been entered into and notice of same given to the railroad and railway companies by said Commissioner of Public Works. Upon receipt of such notice the said companies shall proceed with the work of constructing said subway.

The Chicago and Western Indiana Railway Company, The Kelt Railway Company of Chicago, The Wabash Railway Company, The Pittsburgh, Chicago and St. Louis Railway Company, The Baltimore and Ohio Chicago Terminal Railroad Company, and The Baltimore and Ohio Connecting Railroad Company, shall complete the elevation of their tracks over and under the subways, in the following named streets on or before the following dates respectively: West 79th Street, September 15, 1933; West 83rd Street, December 1, 1933; West 87th Street, December 31, 1933; West 91st Street, December 31, 1933; and West 95th Street, December 31, 1933.

The work of elevating the tracks herebefore referred to shall be completed within the time limits hereinbefore specified, unless prevented by strikes, riot or riots, or other cause in this ordinance specified, 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 strikes, riot or riots, or such other causes or legal proceedings as aforesaid, shall be added to the time herein limited for said work, provided, said company or companies give notice in writing to the Corporation Counsel of the City of Chicago, of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for 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 railroad or railway companies shall be delayed in the prosecution of the said work required to be done under the provisions of this ordinance, by reason of the obstruction of pipes, conduits, wires or property of any private corporation or individual, as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or any of its officers in performing the duties imposed upon the City or its officers by this ordinance, in respect to the work herein required to be done by said railroad or railway companies, then and in that event, the time which said companies shall be so delayed shall be added to the time during which said companies are required by the terms of this ordinance to complete the said work.

Section 13. All the work, hereinbefore, mentioned required to be done by the said railroad and railway companies upon or in connection with the laying of public utility pipes and conduits shall be done and performed under the superintendence of the subject matter to the satisfaction and approval of the Commissioner of Public Works of the City of Chicago, and the cost of such inspection shall be paid by the said railroad and railway companies.

Section 13. All the work, hereinbefore, mentioned required to be done by the said railroad and railway companies upon or in connection with the laying of public utility pipes and conduits shall be done and performed under the superintendence of the subject matter to the satisfaction and approval of the Commissioner of Public Works of the City of Chicago, and the cost of such inspection shall be paid by the said railroad and railway companies.

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REPORTS OF THE COMMISSIONER.

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 accordance with the provisions of this ordinance, and if this ordinance contains specific provisions, if they shall be satisfactory to the Commissioner of Public Works 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:

First- 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- 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, etcetera;

(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 subway, the amount of crown of the roadway at catch basins, the elevation of curbs, the slope of the sidewalks, all underground revisions and improvements, etcetera;

(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. The clear height in the subway, 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 officers in the order listed:

- Engineer of Track, Elevation Engineer, Bureau of Streets, Superintendent of Streets;
- Inspector, 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. 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 force as if the said lessees, successors and assigns had been named herein respectively.

Section 2. The railroad and railway companies by this ordinance required to elevate their tracks shall do their worst in accordance with the terms hereof, in apt and proper time. Should any of said companies fail or neglect to do so, 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 3. All portions of any streets, avenues or alleys extending into, along or across the aforesaid rights 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 VI) northeast, quarter (E. 1») Section twenty-five (25) Township thirty-eight (38) 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-three degrees (53°) and eight minutes (8") to a point in the south line of said alley sixty-four and eighty-five hundredths feet (64.85) 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 (165.76) north of and parallel to the east and west center line of said Section twenty-five (25).

All that part of South Rockwell street in the

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southeast .pnuier nf the noi'huasl. quarter of said Section ~5. lying southerly of the following described linn: Commencing at the 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 -f>. 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 sonlheihrly 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 the north line of Lot two (2\* Of said Block nine \0) extended westerly.

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

All that part of Columbus avenue and Mnplewond avenue lying easterly and southerly or the fallowing 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 langcnt, 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 (ll) and extends west to a point in the west line of Lot nineteen (1"> in said Blntik six (ill eight, and ninety-five hundredths feet (fi.n'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 lo a point of curve, tangent In snid last described course and having a radius of seventy-live 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-hundredlls feet <7fl.'i' to a point of tinircul. In a line which is eighty feel, ISO" ^roifheaslerly from nnd parallel to a line which begins in (be northerly line of Columbus avenue four and eighteen hundredths feet (4.18') northeasterly from the iniersoo'ion of the east and west center line of said Section twenty-live (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 of T \*aid L. of eigtileen (th'. • Mioneo from said f'.iit, of l.iiiiL'eil. .suulhw.'Slorty along said lino eighty feel, i<i'j' -.".otheasierly front and parallel "To'above desiuTfioTTTJmMmi: liiii&JrW77fiTeTy"^\fve and eleven hundredths feel Mfia.tr <http://Mfia.tr>) more or less to ii

point of curve tangent lo 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, rilihois, 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 purl, of Claromonl 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 tersextion 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 the 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-lhrce 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 ,(?!), 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 {L8.1"'"i north of the. north, lino of West Seventy-fifth street, and cunning thence iioi'flwisferly 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-liflrl srcl.

All thai, part of West, Seventieth street bni.wcenilhe. west line of the original sixty-live foot, (lifr) right' of way of The IHullnrriro 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 iuiiii;[.eciT~"TIB""T5WnsTnp IIIf ir lyT^ugli t; [?iWi North, flange fourteoti (14). .Easl' of the Third l'rln-

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

public'alley lying -south of and adjoining the south line of Uuis four, bundled and four (404) 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 that 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 hundred and ninety-six (496) to five hundred and two (502) both inclusive; also that part of the east and west public alley lying south of and adjoining Lots four hundred and ninety-six (496) to five hundred and three (503) both inclusive, and north of and adjoining Lots five hundred and ten (510) to five hundred and seventeen (& 1-7) both inclusive, in Allerton's Addition aforesaid; also that part of the east and west public alley lying south of and adjoining Lots five hundred and eighty-eight (588) to five hundred and ninety-seven (597) both inclusive, and north of and adjoining Lots six hundred (600) to six hundred and nine (609) both inclusive.

'both' inclusive, and north of and adjoining Lots six hundred and eighty (680) to six hundred and ninety (690) both inclusive, in Allerton's Addition aforesaid; also that part of the east and west sixteen (16) foot public alley lying south, of and adjoining Lots six hundred and ninety-one (591) to seven hundred and one (701) both inclusive in Allerton's Addition aforesaid.

West Seventieth place tying south of and adjoining

lots five hundred and ninety-nine (599) to six hundred (600) both inclusive

That part of South Leavitt street lying between the south line of West Seventy-first street and the north line of West Seventy-third street: also that part of the east and west sixteen (16) foot public alley lying south of and adjacent to Lots twenty-five (25) to thirty-two (32) both inclusive (except the east sixteen (16) feet thereof) all in Block three (31 of Herron's Subdivision of fifty (50) acres in the east one-half (1/2) of the northwest one-quarter (1/4) of Section thirty (30), Township thirty-eight (38) North, Range fourteen (14) East of the Third Principal Meridian; also that part of West Seventy-first place lying south of and adjacent to Lots twenty-five (25) to thirty-one (31) both inclusive, in Block three (31) and north of and adjacent to Lots sixteen (16) to twenty-two (22) both inclusive (except the east sixteen feet (16) thereof), in Block four (4) of Herron's Subdivision aforesaid; also that part of the sixteen (16) foot east-and-west public alley south of and adjoining Lots sixteen (16) to twenty-two (22), and north of and adjoining Lots twenty-five (25) to thirty-one (31) both inclusive. (except the east sixteen feet (16) thereof) in Block four (4) of Herron's Subdivision aforesaid; also that part of West Seventy-second street lying south of and adjacent to Lots twenty-five (25) to twenty-nine (29) both inclusive, in Block four (4) and north

of and adjoining Lots eighteen (18) to twenty-two (22) both inclusive (except the east sixteen feet (16) thereof) in Block five (5) of Herron's Subdivision aforesaid; also that part of the east and west sixteen (16) foot public alley lying south of and adjoining Lots eighteen (18) to twenty-two (22) both inclusive, and north of and adjoining Lots twenty-five (25) to twenty-nine (29) both inclusive (except the east sixteen feet (16) thereof) in Block five (5) of Herron's Subdivision aforesaid; also that part of West Seventy-third street lying south of and adjoining Lots twenty (20) to twenty-two (22) both inclusive, (except the east sixteen feet (16) thereof), in Block six (6) of Herron's Subdivision aforesaid; also that part of the east-and-west sixteen (16) foot public alley lying south of and adjoining Lots twenty (20) to twenty-two (22) both inclusive and north of and adjoining Lots twenty-five (25) to twenty-seven (27) both inclusive, (except the east sixteen feet (16) thereof) in Block six (6) of Herron's Subdivision aforesaid.

All of the sixteen (16) foot public alleys in Block one (1) of Dewey A. Hogg's subdivision of the west half (1/2) of the northwest quarter (1/4) of Section thirty (30), Township thirty-eight (38) North, Range fourteen (14) East of the Third Principal Meridian; also all of the sixteen (16) 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 South Irving Avenue and west of the east line of Mouth Leavitt Street, herein vacated; also that part of West Seventy-fourth street lying east of a line parallel to and three hundred and eighty-six and thirteen one-hundredths feet (386.13) east of the east line of South Oakley Avenue and west of the northwesterly line of the original right of way of the Western Railroad Company.

That part of West Leavitt Street lying west of the west line of the one hundred foot (100) right of way of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company and east of a line one hundred thirty-nine feet (139) westerly thereof; also the north-and-south fourteen (14) foot public alley lying east of and

adjoining lots eighteen (18) to twenty-eight (28) both inclusive, in Block one (1) of C. It. Beckwiltz's Subdivision of Lots fourteen (14) and fifteen (15) of Hunter's Subdivision of the northwest quarter (N. W. of Section thirty-one (31), Township thirty-eight (38), Range fourteen (14), East of the Third Principal Meridian; also all the northern and southern fourteen (14) foot public alley lying east of and adjoining Lois eighteen (18) to twenty-eight (28) both inclusive, in Block four (4) of C. U. Beckwiltz's Subdivision aforesaid; also that part of West Eightieth street lying west of the west line of the one hundred (100) foot right of way of the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company and east of a line drawn from the southwest corner of Lot twenty-eight (28) to the Northwest corner of Lot eighteen (18) in Block four (4) of Heckwith's Subdivision aforesaid; also that part 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 twenty-one (121) feet westerly thereof; also those parts of the east and west fourteen (14) foot public alley in Block one (1) and the east and west fourteen (14) foot public alley in Block four (4), West Eighty-first street, West Eighty-second street, and South Oakley avenue in Lingie and Darlow's Subdivision of Lois eleven (11) and twelve (12) in Hunter's Subdivision of the northwest quarter (N. W. of Section thirty-one (31), Township thirty-eight (38), Range fourteen (14), East of the Third Principal Meridian, lying west of the west line of

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the uno-hundred (100) foot right of way of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company and east of a line described as follows: Beginning at a point, on the east line of South Western avenue fifteen (15) feet from the northern end of the east line of the intersection of said east line with the north line of Lot ten (10) of Hunter's Subdivision aforesaid, running thence easterly on a straight line a distance of one hundred and thirty-seven (137) feet (82, V1 in a point, forty-seven (47) feet (12, M7 in a point, south of the north line or said Lot, feu (III), thence a curve of the east line of the east line of Prospect avenue to the last, hereinbefore described course, having a radius of nine hundred and thirty-seven (937) feet (29, 8T) to a point, in the north line of Ligie & Darlow's Subdivision aforesaid.

All of the sixteen (16) foot public alley between the south 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 that 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 (1200) feet from the northerly line of Prospect avenue, and east of the east line of Prospect avenue, measured along the west line of the aforesaid right of way of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company.

That part of Cinal formerly Mickey street, now High Street, between Hoek - 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 on Hi iriy-three (33). Township thirty-eight (38); North, llangii fourteen (14). Host of the Third prjeipat Meriditn, now a part, of l.-oi "It". Chicago and Western Indiana. tuitncid Company's Subdivision of pari of stitd Seeiin rhriv-f.hree (33) is also

That pari of West Highlily-fourth (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 pari of the unrhea';f. Tly-nnri- Sillllueslerly 'dies unit lie imo-I b-v est e'iy-nili]. soullii'isleri'y nley in said Flock six (6) lying north-westwesterly 'it' a line beginning at a point in the 'uolli line of nio iheast. .pini'tvi-.v. F. .i : southwest <uarle! iS. W. .-i said .Section Uiiiry-lhi'c "1:1 . Miiry-llree i-Tii feel. v.-,^, ot soutlievsf corner thereof and l'siniini: ilieue-northwesterly in < -i-inl, in file original southeasterly line of Viini-ennos avenue, one hundred and thirty-eight (38) feet, southwestwesterly to the southeasterly corner of Lot foiv...s;ven (.17) in litork --'x 'iVi in --iiiiil L... \. llierf'-i Subdivision measured along said origin;\*! southeasterly line Also oil lie uorih-.ind-south alley 111 snhi B3»n;li live 'Ti- unit alt "f the ri.o-i,li-anif.-s.iuU:h and noi'hwester-Jy-imi;.> i>iilic;i.-ne'i'lv ailev in sail l.t'fjck seven (!".

Si.i'tiuk tl'l'l' Cincaso an;l Western Inrlimiu li:ii'i'f.i.iiil leclioniy anil The. Helt hallway flornpany of ".hiciirjo shall dodo-ate to the public for use as public streets, or alleys the filloiv. uig described p'ioier' y.

"I II" inn-til twenty feel ::'n" of Lut lluee, {D), and 111 rthi'asterlv twenty feel, i'n' of Lot fweuly-'oeii' '7 in tltock nine f,li of thinkajun and Com-pany's l'!>111 o)ois. AM-'n'e Sulidi visum, heing a-re-

snbriivisiini of part, of SViuuish Addition to Chicago in southeasl, quarter (S. K; \*/). northeast quarter Crf. K. V.), of Section twenty-five (25), .1. Wnsbip thirty-eight, (jS) .vorlh, Hinigo Thirteen (13). East of the 'Chiff Prindpal Meridian. Cnok' CounV. Illinois.

All thal .e:ut of Lol; fourteen (14) in ealioen flM'. and Lots.tweny-one (21) in fjsi). lii'tweii.l.y-Uirce -(23) in HlocU five (oi .ti; said;Hinkamp nnd- Company's Columbi.is Avenue. Subdivision lying ri'o'lher.K- and easterly of a tin.' ilscrilieil ns- follows; Goimiaieing at a point 101 the south lirse.of saifl r.d.e.nflifecii li<i) in Hloek five (Si suveuly-four and two. hiiridredKs feel {iZ.QV) wesl. of the southeast'coriiai-or said'lot-, al Hie intersection of a Hn\* which extuiHh. nie-l.li-> easterly from a- point in (lie northerly line, of Co-Himluis uvettio four and eighteen hundredths feel (1.1H): liorl.hensferly from lite east-nrtl west: center line of said Section twenty-five (25) anil' makes an angle with said east'nnnd-west center liius of. fifty-l.hrec degrees and. eight inini.it<http://ini.i.it>es (.53-°-0iF-V; thence running northeasterly from, said intersection on an angle of fifty-three degrees and eight liiinities i53"-0"t with said east-and-west center line forty-nine and thirty-seven hundredths feel. (M.37> more or less to a point of curve, tangent to Inst described line ami having a radius or twenty-sevtn and sixty-six hundredths feel v27-.S6">; thence' along said curve convex to northeast =ixl,y-one: nnd tweny-five-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 twely-Lhree (23); thence west along last described line 10 ea«t line of Mockwell' slieci, excepting from' (lie foreKoing, lie northerly live (=y) feel of-said: :cits fourteen (14) and t.svenf.y-lhree. (E3.1!

That part, of Lots twelve (12); to nineteen' (10) inclusive in J-iblock six (<>) of said' K'uik'juip . inn' Company's Columbus Avenue ISuhslivision lyinff south of a line beginning al the southwest cor.ner of l.iU eleven (11) in said Block-six (6) and running thence souflvveste'ly twenty-seven and eight y-thr.ee. huii-. dreihlis feel (27.Co"t on a curve..convex, to the south-east, having a radius of liry-i-hree ami filfl',eight huiirilreikhs reel (53.3H): lo a. point of tangent'iii -a line which extends from a point in the northerly line of Columbus avenue fourteen ami-thirteen hundredths feel (1.11.T: southwestwesterly from the. said .-oiilhwest corner of Lot eleven f'l anil extends thence west lo » point in the, west line of said- Lot nineteen (19) eight and ninety-five hundredths, leet IS,i>S') south of the [orth corner of said- lot: thence l'foio. said ioiout of l.kiigent. one hundred seventy-five and eighty-three hundredth!! (175.83') more or less to the eist. line 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'llove described line running west from the southeasterly line of fa id Lot nineteen (19) live and eighty-six hundredths- feet (o.Sil'; moro or less to a point, -qf curve having 11 mluis of severify-live lthd' sixty-fuii"lni.liviilhs reel. ("iit) HtCucu nlong said curve i'onv-.\*)- to ■1.1H Invest. .>;vent.v and . foui'.ioe.u, hun-dreiUis- fei.-t (70. li': to 11 point', of tangent.in it'ithe whie'h is eighty feet {^ ('i soul.hens'tei'ly from- ami parallel to ;i time which extends from a point' in the northerly line of Columbus avenue four ami eiiili-focu liumlr.lt <http://liumlr.lt> hs feet ri.iw) iiorlicasterly from the east and west center line of said Section-twenty-five (25) northeasterly an angle with said east-and-west. center line of fifty-three degrees and eijihl nini-n'i.'s Ci'-"

nn'imil passes fllrongl) n point in the south line of Lot. .;idil.i!>i\_! IHJ. in Block live, f.l.) nf <oil  
llinliamp and Company's Ctttiimlnin Avenue i?u>iti-

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

a" tract of land in the southwest quarter of the northeast quarter of said Section. 25. de-snrheit i>s follows:' Commencing'ai point on a line 3:l feci v.'est of "and - parallel- to lie noi th-aiul-soutli center line of. the hortheast^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 of GU feBt.to-iulersfletijii willi noutr and south center line, of said noclicast, quarter of said Section 25; thence itortherlc-oh'saitt '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.- follows: Lying nurfliwesterly, southerly and easterly of the following described lines: ccumiiencing at a point on lit!" original northwesterly line of Columbus avenue., a'-dislaiaice, of Bfi feet norl.h of east ami west, center line of said' Sc-dion 25: thence westerly on a straight,, line, 'para I lab to the oa.sl.aiul <http://oa.sl.aiul> west' center line of said Section 25, a distance of feet; thence southwesterly oh. a.straight line malting an angle oi 33';\* with the east, and west center line of said Eortiori 2ft. a distance of lo.lt> feet more or less io a point, of curve tangent to the last described course: thenca contiuiiuu" .HuUbwesloijiy 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. CIJV and twenty ;20> am! the south twenty-one and<sup>1</sup>, 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-1 of the northwest.quarter (N. W.14) Section thirty (30), Township thirty-eight V^l North, Hangc'tourleon (I-i)- Blast of the Third Principal'Meridian.

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

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

iA north-and-south.alley, not less than 10:0 feet in 'width, between South Leavitt: street, (vacated) and -SotiU> ■■■ Hoyme-avemie-east-of- the-% 1 roperty i>f-a« id-railrnru i.i'impaiiy^sajd.alley to connect the oa=t-and-

■wesl alley between West &a\ eoty-fiCi! 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 Iti.O feel in width, between South I.eaviU. street (vacated, and South Hoyme 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 cither West. Seventy-first place or West Seventy-second street,

A norl-h-and-b-oullh alley, not. less than Iti.O feet ill- width, beiwee-i South f.eavilt sired I'vacuU'il'i mid Ktmh Hoyme 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 Sevofn.y-sefiimd place.

A norlii-and-south alley, not less than fcl.n fee! if. width, between S011t.11 <http://S011t.11> Uv.iviU street (vacated) and South Ifoyne avenue east of the property of said railrucl conpany. juid alley la connect the 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 evt'tii, that, the railroad and railway con-panio- herein required lo dedicate certain properly for use as public streets or alleys shall fail or be unable, within six mouths after the passage and acceptance of this ordinance. To acquire the necessary title io the lands required for said dedications, then and in thai event the said companies shall notify the City of Chicago, and the City of Clnea-jri will upon such notice institute. corn.i:ii)lt;iiion proceedings for the aeqtiiisilinn of said land and the inumls. judgments, costs and expenses of said suit, or condemnation proceedings shall be borne and paid for by the railroad or railway companies hereinbefore required to provide such dedication, provided, however, thai attorneys for said railroad nr railway companies rimy ;.ro-erule said suit.-; or condemnation proceedings<sup>1</sup> for and in buhuif of said City nf Chi-ciaio if said companies shall so elect.

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

All that part of Block sixteen -Hit in Dewey and Vance's Subdivision in the soulli one-half (ij. M; of Sccliui) thirty (30J. Township thirty-eight (18) \orth <file:///orth>. Range foui-toep (I 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 (ll; feel south of lHe northeast corner thereof to 11 point, in the west line of said block, thirtv-six and one-half (Sti/1) feel, south of (he northwest corner of said block.

SifniON in. 11 shall be the duly 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 lhis ordinance. In tie event thai lHe. work herein provided for shall be wilfully delayed by any of said companies or become impossible of performance, he shall report to the Jhnyor and City Council of said City of Chictiso the cause or onuses therefor with his recOmnieidiUions concerning the steps to he lalteti or the .means to be  
nyrt li> proped>^>et>tui!r^th>^i>v.teww>-of-.ai.-r--or>  
diniinco and l;o secure the lioiuploliou of Die work

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herein contemplated without unnecessary cost, hindrance or delay.

Section ID. This ordinance shall be in effect from and after the date of iU passage and approval by the Mayer; provided, however, thai, it shall he null and void unless the Chicago and Western Indiana Railroad Company. The Bett Railway Company of Chicago, the Wabash llailway Company, The Pittsburgh. Criu/muuti, Chicago & St. Louis Railroad Compnny, The Baltimore and Ohio Chicago Terminal Railroad Company and The Baltimore and Ohio Connecting Railroad Company shall each through their duly authorised ofilcei's. lHe with the City Clerk of the City of Chicago-within sixty (60) days from and after the passage of (his ordinance and lis approval by the Mayor-their agreement or agreements, duly executed, whereby they shall undertake to do and perform all the matters and thins\* required of them by this ordinance.

Alter the filing of such, agreement or agreements by said railroad find railway companies, (.his ordinance shall not he 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 tiled its or their agreement, or agreements, as here-' inbefore. provided, so long as it or they shall perform the matters and things cpressdy required of it or them hy 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 lo deprive the City of the right to properly esecule such power.

LOCAL TRANSPORTATION.

Al the li'.'fiest of Alderman McDonough, unanimous consent wa» given lo permit immediate action on sundry reports of the Committee on Local Transportation.

Direct ion for llepirseiHalinn in Behalf of lHe City of Chicago al Hearings before tin: Illinois Commerce Commission Relative lo feeder Ulnars for Street HaiUvuy Lines.

The Committee on Local Transportation submitted 3 report recononendmjr ttie passage of an order submitted therewith, in reference to the operation of recder buses for street railway linui in Chicago.

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

No ."eipn.sl, being made hy any two Aldermen present to defer consideration of said report for final action thereon until the next regular meeting, and the question being put, tho vole thereon was ns follows:

Yeas-CouRblin, Anderson, Jackson, Crooson, Grossman. Guernsey. Woolhull. .Mcyering, Covinr, Rowan, Wihoi. [JarlneU, .McDonough, Byrne, Morail, Coyle, - Hynn, MnKinlay. -Gopafr-Tomail-Arvcy .I.-P. 'Bowler,

Sloan, Van Norman, Maypole, A. .l. Koran. Clnrk, Adam-kewics, Smith, Petlak, Kaindl, Self, Nasser, Mills; lAdaiiiiowski, ftinga, T. J. Bowler, Crowe, Lo'is^mer.Feigeniiut;!; Nelson, Hoellen, .MaJSim; Fraikhtuiser,. Mpaci-45. A'at/s-None;

The following is said'order as'natseri:.'

Ordered, That the Corporation Counsel ».0'r ' bis' assistants appear at the. hearings on lHe various applications pending before lHe Illinois, Commerce Commission relative to feeder, buses lo si!rfacc.-csrs. 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:

City Council, May 9, 2021

As reported by the Committee on Local Transportation:

Your Committee on Local Transportation, the following were referred:

(December 28, 1927, Ordinance 1518) an ordinance, granting permission and authority to the Chicago Railways Company to establish an extension of the existing auxiliary or supplementary motorbus line on Diversey avenue from North Crawford avenue to Milwaukee avenue and from North Laramie avenue to North Central avenue; and on Belmont avenue between North Crawford avenue and North Central avenue.

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

(October 11, 1927, Ordinance 1200) an order directing that consideration be given to the matter of extending the motorbus service on Diversey avenue from North Laramie avenue to North Central avenue;

(March 1, 1928, Ordinance 2311) an ordinance for the establishment and operation of a "feeder" motorbus line on Diversey avenue from Milwaukee avenue to the city limits;

(March 1, 1928, Ordinance 2323) an ordinance for the operation of motorbus service on the following streets:

- Kilston Avenue from Milwaukee avenue to Lawrence avenue;
- Belmont avenue, from No. 5150 west to city limits;
- North Central avenue from West Grand avenue to Higgins road;
- North North Laflin Avenue from West Grand avenue to Irving Park boulevard;
- Addison street from North Harlem avenue to Sheridan road;
- North Milwaukee, Highway from Milwaukee avenue to the city limits;

(March 2, 1928, Ordinance 2323) an ordinance granting permission for day-to-day operation of motorbuses on sundry streets; and (April 12, 1928, Ordinance 2320) an ordinance granting permission 153100 and authority to the Chicago Railways Company to operate motorbuses, during the month of April, 1928, 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 71<sup>st</sup> 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

Ctlm/40<.}.1

DATED: (e/