

SIGNAL ENGR.

ILLINOIS CENTRAL RAILROAD CO.

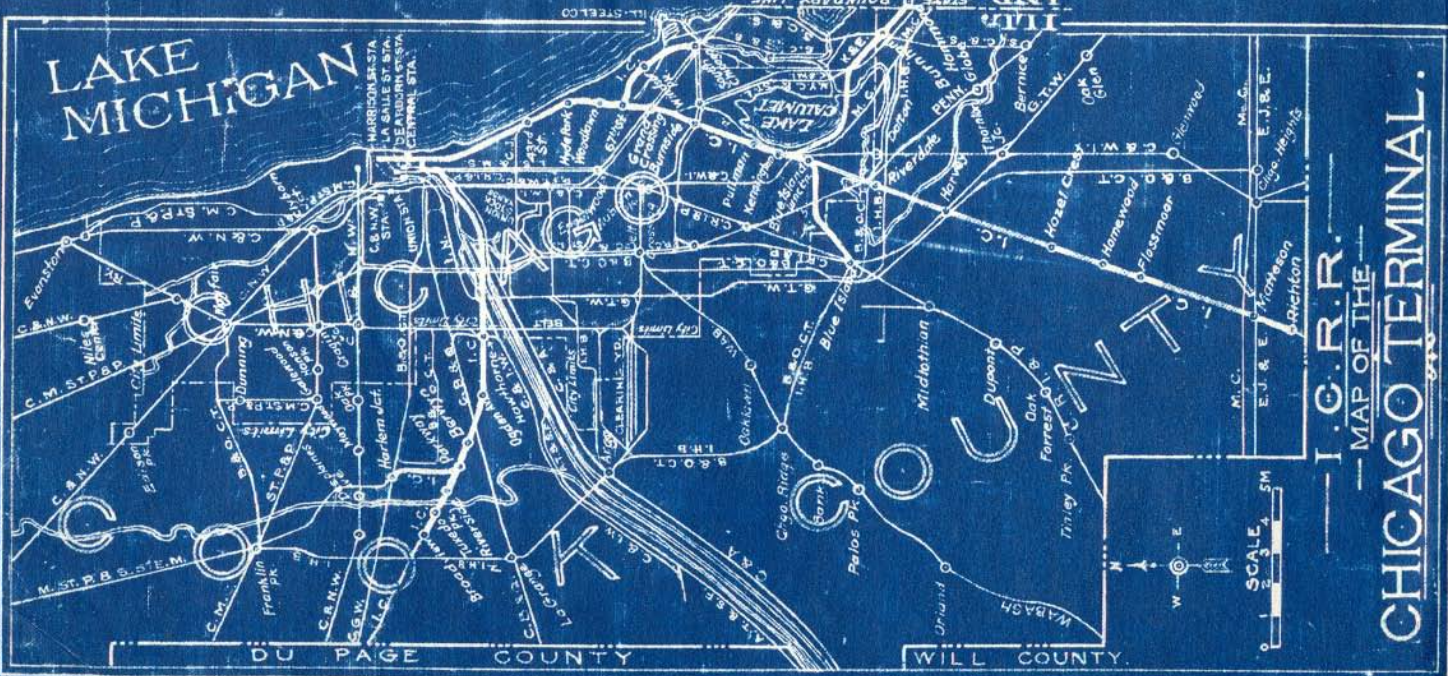
CHICAGO TERMINAL

CONDENSED PROFILE

Office of the Chief Engineer, Chicago, Illinois.

1942

LAKE MICHIGAN



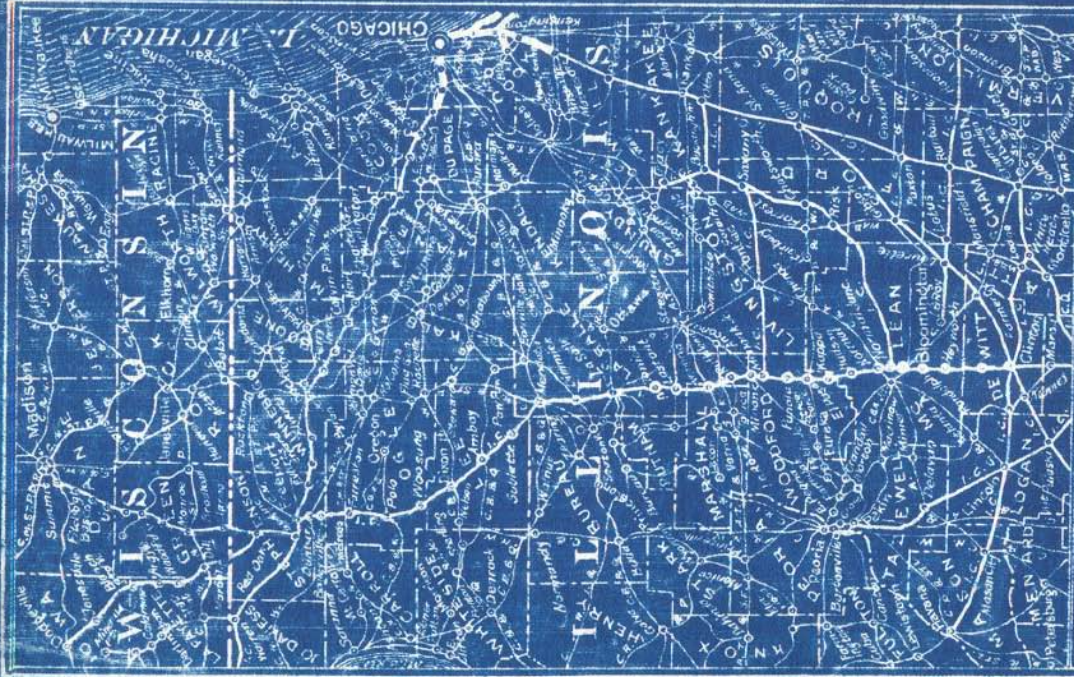
I.C.R.R.
 MAP OF THE
 CHICAGO TERMINAL.



DU PAGE COUNTY

WILL COUNTY

IND. STATE BOUNDARY LINE
 ILL. STEEL CO.



I.C.R.R.

MAP OF THE

CHICAGO TERM. DIV.

SCALE: 1" = 40 MILES



KEY

Chicago Term. Div. ———

Other I.C.R.R. Lines —○—

Foreign R.R.'s ———

State Boundary ———

County ———

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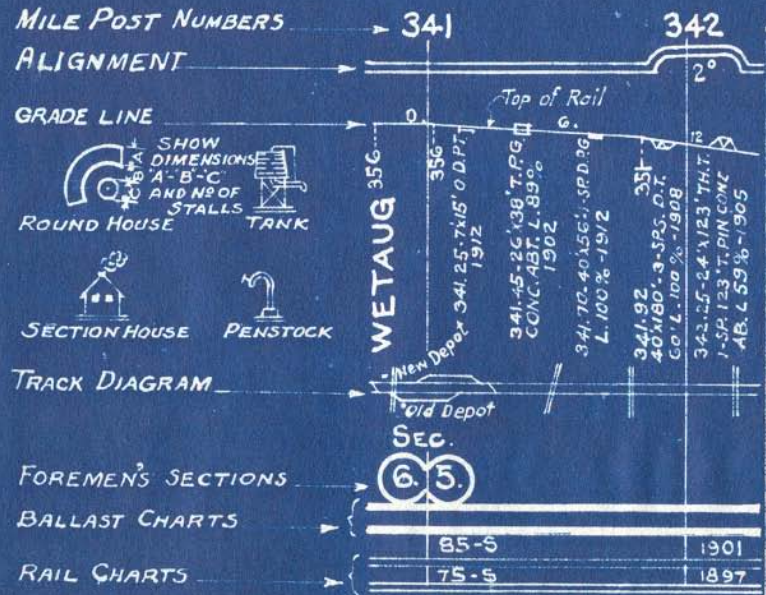
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EXPLANATIONS



HORIZONTAL SCALE FROM PAGE 8 TO PAGE 34
 $3\frac{1}{2}'' = 1 \text{ MILE}$ AND FROM PAGE 34 TO END
 $1'' = 4000'$ FOR PROFILE ALIGNMENT,
 TRACKS AND CHART
 VERTICAL SCALE FOR PROFILE - $1'' = 60'$
 NUMBERS ON GRADE LINES ARE FEET PER MILE
 ELEVATIONS ARE IN FEET ABOVE SEA LEVEL
 AT TOP OF RAIL.

STREET OR PUBLIC ROAD }
 CROSSING

PRIVATE ROAD CROSSINGS ARE MARKED P,
 OVERHEAD " " O.H.
 UNDER GRADE " " U.G.












KEY TO BALLAST CHARTS

BROKEN STONE	=====
SLAG	-----
SCREENINGS	-----
GRAVEL	-----
CINDERS	-----
SAND	-----
CHATTS	-----
EARTH	-----

DATE OF REVISIONS
 JAN. 1, 1926
 Jan. 1, 1941
 Jan. 1, 1942




EXPLANATIONS

SIGNAL KEY


AUTOMATIC SIGNALS		INTERLOCKING SIGNALS		
LOWER QUADRANT	UPPER QUADRANT	MECHANICAL	ELECTRIC	FIXED
 HOME	 ABSOLUTE	 HOME	 HOME	 HOME
 DISTANT	 PERMISSIVE	 DISTANT	 DISTANT	 DISTANT
				

NOTE: SIGNALS ALWAYS SHOWN IN NORMAL POSITION

WORKING QUADRANT OR NORMAL DANGER SIGNALS SHOWN THUS:-

X "Xing Gates"  LOWER  UPPER  FLASHING LIGHT SIGNAL

 CROSSING BELL  CROSSING BELL AND WIG-WAG

 Flashing Light Signal with rotating "STOP" sign.

HIGH WATER MARK SHOWING YEAR AND ELEVATION IN FEET ABOVE SEA LEVEL.

H. W. M.
1912
1215'

PIPE CULVERTS SHOULD NOT BE SHOWN IN THIS BOOK

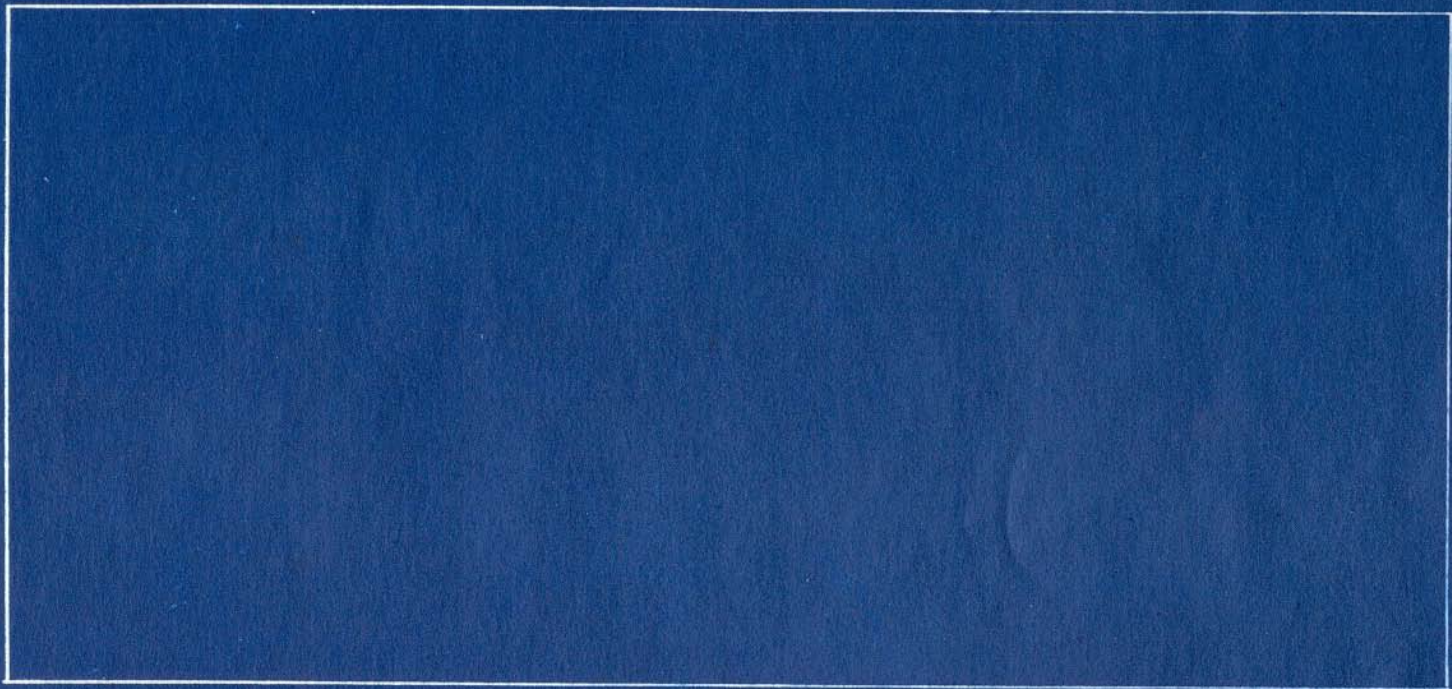
 Color Light Signal.

— EXPLANATIONS —

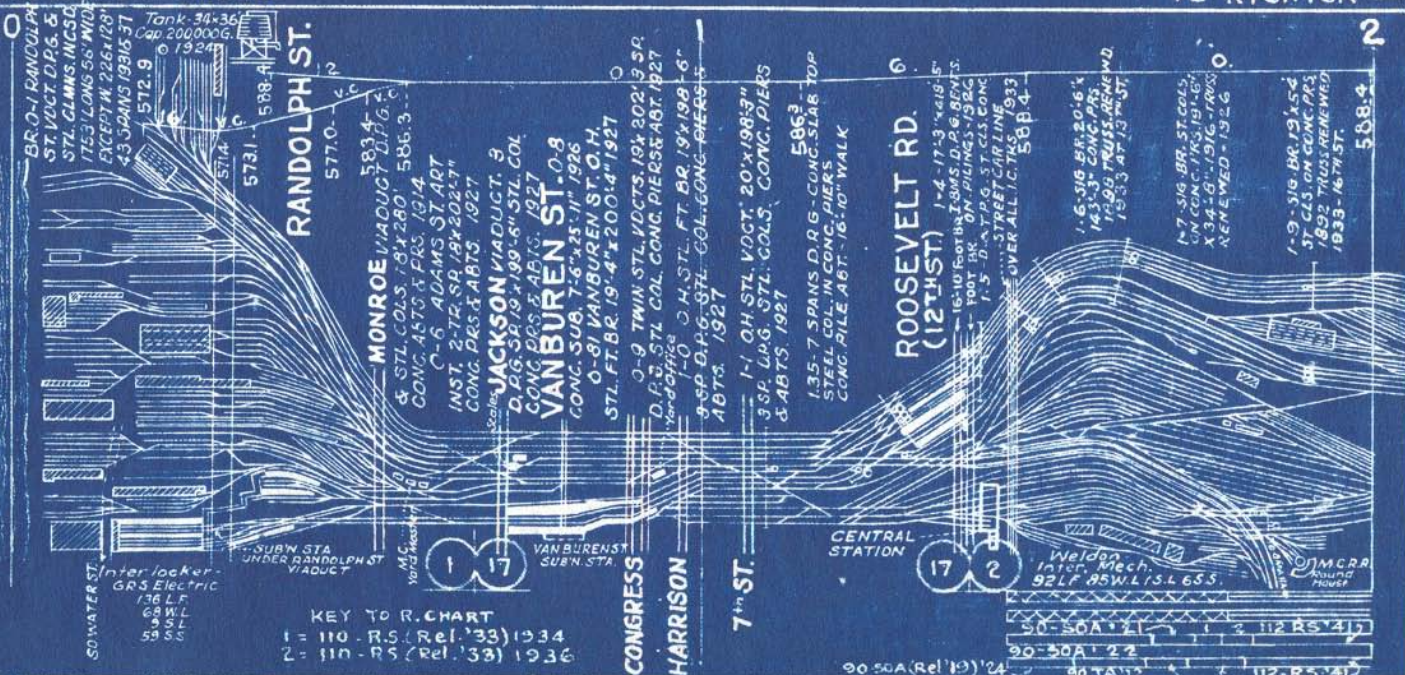
ABBREVIATIONS USED ON RAIL CHARTS

FR	INDICATES	ILLINOIS	STEEL	CO.	FRICTIONLESS	O.H.	PROCESS	ST	QUALITY
"S"	"	"	"	"	"	"	A.S.C.E. BESSEMER PROCESS	"	"
SC	"	"	"	"	"	"	COMMON STD. BESSEMER PROCESS	"	"
SO	"	"	"	"	"	"	A.S.C.E. OPEN HEARTH	"	"
SOA	"	"	"	"	"	"	A.R.A.A.	"	"
SOATIT	"	"	"	"	"	"	A.R.A.A.	"	"
T	"	TENN. COAL & IRON		"	"	"	A.S.C.E.	"	"
"TA"	"	"	"	"	"	"	A.R.A.A.	"	"
"TC"	"	"	"	"	"	"	COMMON STD.	"	"
M.B.A.	"	MARYLAND STEEL		"	"	"	ARA BESSEMER	"	MAYARI
C	"	CARNEGIE		"	"	"	A.S.C.E.	"	"
CAMA	"	CAMBRIA		"	"	"	A.R.A.A. OPEN HEARTH	"	"
AOA	"	ALGOMA STEEL CORP.		"	"	"	A.R.A.A.	"	"
NOA	"	INLAND STEEL CORP.		"	"	"	A.R.A.A.	"	"
LA	"	LACKAWANA STEEL CO.		"	"	"	"	"	"
RI	"	INLAND STEEL CORP.		"	"	"	A.R.E.A.	"	"
RS	"	ILLINOIS STEEL CO.		"	"	"	A.R.E.A.	"	"
RT	"	TENN. COAL & IRON CO.		"	"	"	A.R.E.A.	"	"
MI	"	INLAND STEEL CORP.		"	"	"	MANGANESE (INT.)	"	"
MS	"	ILLINOIS STEEL CO.		"	"	"	"	"	"
MT	"	TENN. COAL & IRON CO.		"	"	"	"	"	"
C	CONTROLLED COOLED				(R-'34) = YEAR ROLLED				
N	NORMALIZED				(REL.'34) = YEAR RELIEVED				
H	END HARDENED				(SWD.'34) = YEAR SAWED				
W	END HARDENED (TELEWELD PROCESS)				("FIS." FISSURE				
O	END HARDENED (OXWELD PROCESS)								

Note: Figure 2 used with rail symbol indicates second quality rail. Example: SOA₂.



CHICAGO RIVER



BR-0-1 RANDOLPH ST. VDC. D.P.G. & STL. CLMMS. INC. 50. 1753' LONG 56' WIDE EXCEPT W. 226x128" 43 SPANS 19315 ST

Tank 34-36
Cap 200000G.
© 1924

RANDOLPH ST.

583.4-7
MONROE VIADUCT D.P.G. & STL. COLS. 18'x280' 585.3-3-3
CONC. ABTS. & PRS. 1914
C-6 ADAMS ST. ART
INST. 2-TR. SR 18'x202'-7" CONC. PRS. & ABTS. 1927

JACKSON VIADUCT. 9
D. P.G. SR 19'x199'-6" STL. COL. CONC. PRS. & ABTS. 1927
VAN BUREN ST.-0-8
CONC. SUB. 7'-6"x25"-11" 1926
0-81 VAN BUREN ST. O.H. STL. FT. BR. 19'-4"x200'-4" 1927

0-9 TWIN STL. VDC. TS. 19'x202'-3 SP. D.P.G. STL. COL. CONC. PIERS & ABT. 1927
D.P.G. STL. COL. CONC. PIERS & ABT. 1927
1-0 O.H. STL. FT. BR. 19'x199'-6" 9-SP. D.P.G. STL. COL. CONC. PIERS & ABTS. 1927

1-1 O.H. STL. VDC. 20'x198'-3" 3-SP. L.P.G. STL. COLS. CONC. PIERS & ABTS. 1927

586.3-1
1.35-7 SPANS D.R.G.-CONC. SLAB TOP STEEL COL. IN CONC. PIERS CONC. PILE ABT.-16'-10" WALK

ROOSEVELT RD. (12TH ST.)

1-4-17-3'x418'-5"
15'-10" FOOTING 18MS. D.P.G. 8FVTS. ON PILING 1926
1-5-D.P.G. ST. CLS. CONC
STREET CAR LINE
OVER ALL I.C. TKS. 1933

1-6-316 BR. 20'6" x 143'-3" CONC. PRS.
1929 TRUSS RENEWD.
1933 AT 13TH ST.

1-7-316 BR. ST. COLS. ON CONC. PRS. 19'-16" x 34'-8"-1916-TRUSS RENEWD-1926

1-9-316 BR. 19'x5'-4" ST. CLS. ON CONC. PRS. 1892 TRUSS RENEWD. 1933-16TH ST.

SOWATER ST. Inter locker - GRS Electric
136 LF
68 WL
9 SL
59 SS

SUBW. STA. UNDER RANDOLPH ST VIADUCT

MC. 17
VAN BUREN ST. SUBN. STA.

CONGRESS

HARRISON

7th ST.

CENTRAL STATION

17 2

Weldon Inter. Mech. 92 LF 85 W.L. IS. L 655.

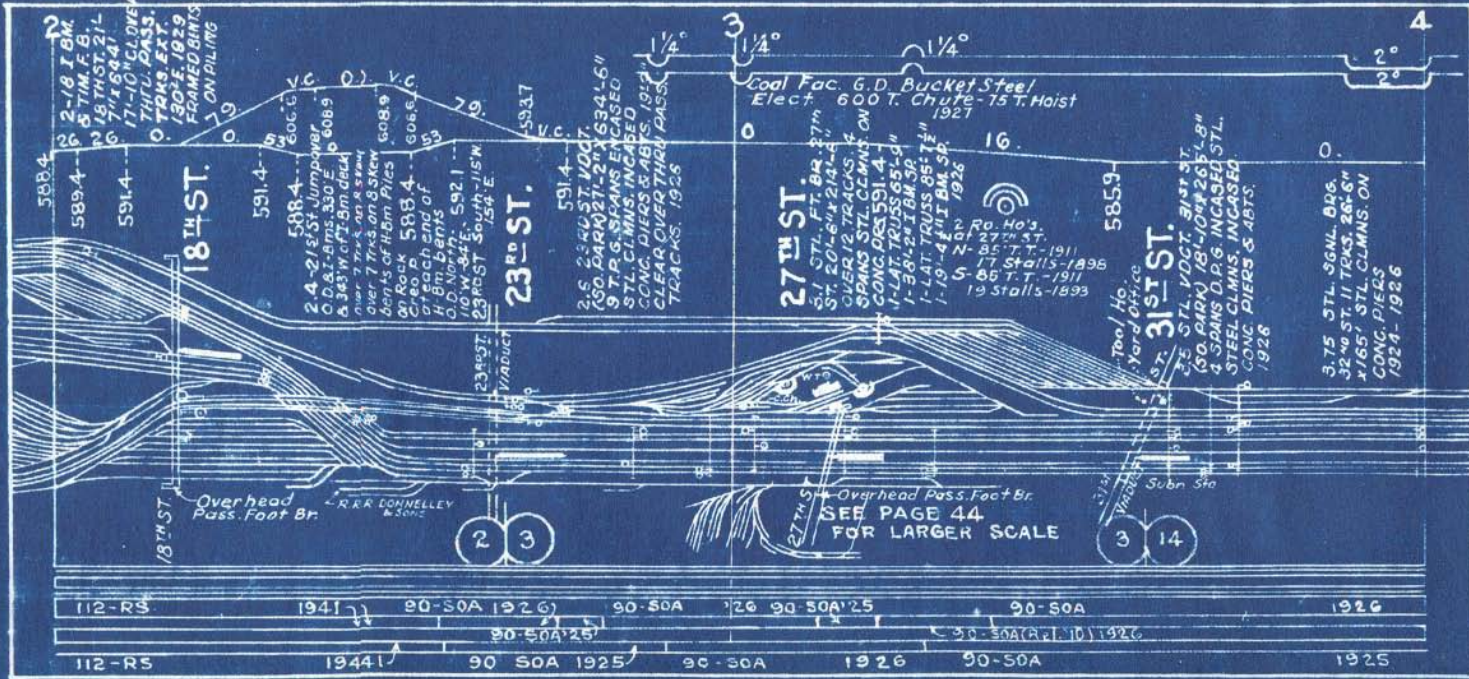
M.C.R.R. Round House

KEY TO R. CHART
1 = 110 - R.S. (Rel. '33) 1934
2 = 110 - R.S. (Rel. '33) 1936

90-50A (Rel. '19) '24
90-50A '23
90-50A '21
90-50A '22
112-RS '41

588.4

2



2-16 I.B.M.
 8 TIM.F.B.
 18 TH ST. 21'-L
 6 7" x 6 4 1/2"
 171-10" C.L. OVER
 0 TRKS. EXT.
 130'E. 1829
 FRAMED BENTS
 ON PILING

18TH ST.

VC 0 1 VC
 606.6
 608.9
 608.9
 2.4-2 1/2 ST. Jumpover
 O.D. & I-AMS 330"E
 & 343"W of I-8m. deck
 over 7 Trks. on 8 skew
 bents of H-8m. Piles
 on Rock 588.4
 Creo. P. at each end of
 H-8m. bents
 110 W. 84'E. 592.1
 23RD ST. South-115W
 154"E.

23RD ST.

VC 0 1 VC
 591.4
 2.5 23RD ST. VOCT.
 (50. PARK) 21'-2" x 634'-6"
 9 T.R.G. SPANS ENCASED
 STL. CLMNS. INCASED
 CONC. PIERS & ABTS. 1912
 CLEAR OVER THRU PASS.
 TRACKS. 1925

Coal Fac. G.D. Bucket Steel
 Elect. 600 T. Chute-75 T. Hoist
 1927

27TH ST.

5.1 STL. FT. BR. 27TH
 ST. 20'-6" x 214'-4"
 OVER 12 TRACKS
 SPANS STL. CLMNS. ON
 CONC. PIS 591.4
 1-LAT. TRUSS 65'-9"
 1-58'-2" I.B.M. SP.
 1-19'-4" I.B.M. SP.
 1926

Ro. Ho's
 277TH ST.
 N-85' T.T.-1911
 17 Stalls-1895
 S-86' T.T.-1911
 19 Stalls-1893

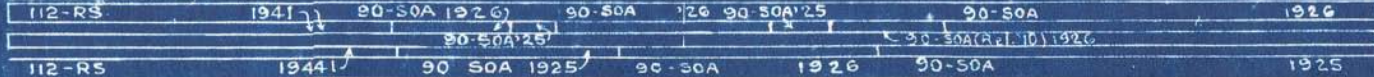
585.9
 Tool Ho.
 Yard Office

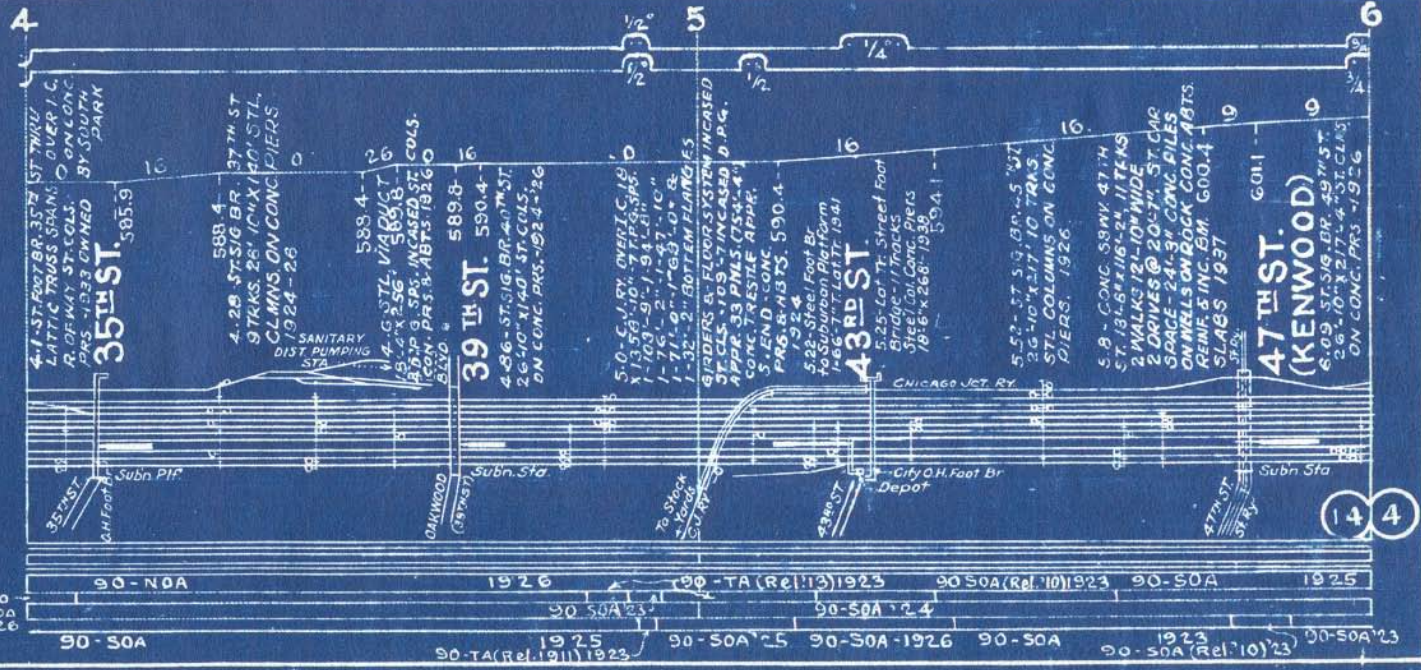
31ST ST.

2.5 STL. VOCT. 31ST ST.
 (50. PARK) 18'-10" x 265'-8"
 4 SPANS D.P.G. INCASED STL.
 STEEL CLMNS. INCASED
 CONC. PIERS & ABTS.
 1926

3.75 STL. 5GNL. 0RG.
 32' 40' ST. 11 TRKS. 26'-6"
 x 165' STL. CLMNS. ON
 CONC. PIERS
 1924-1926

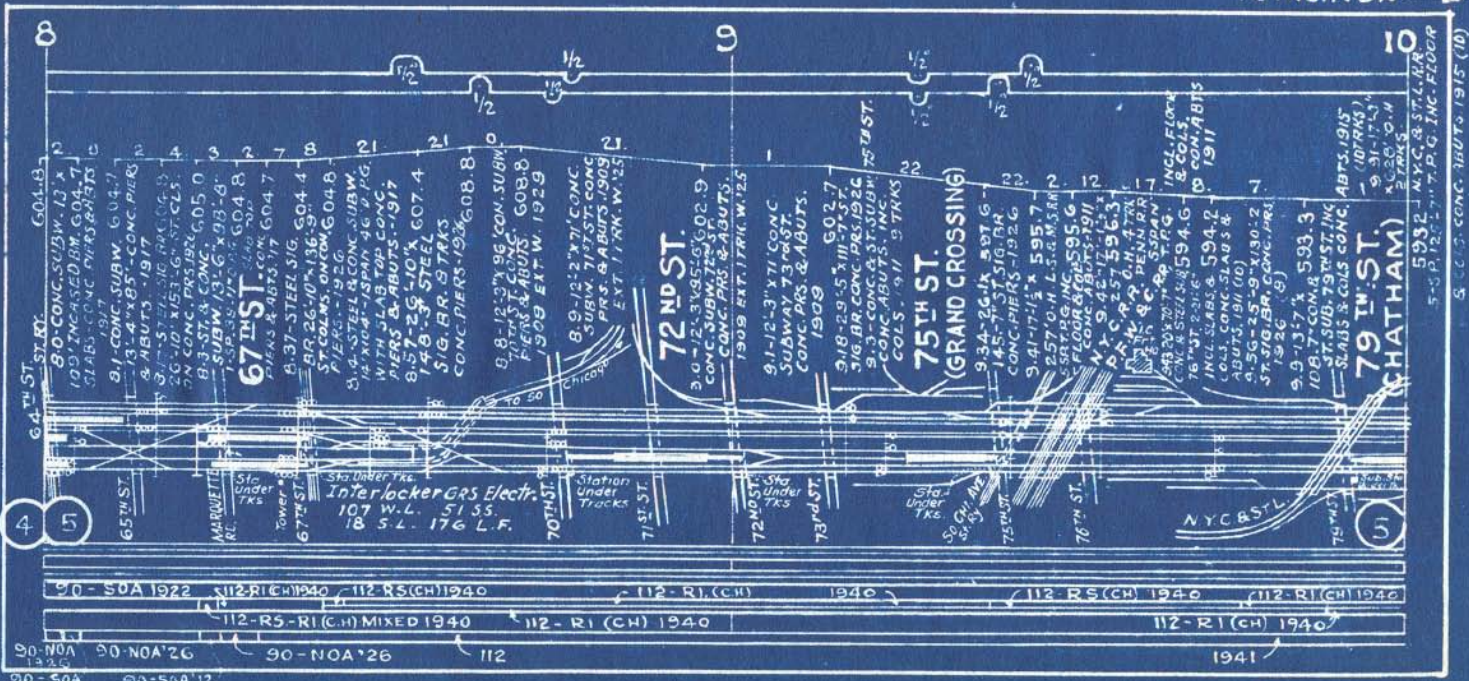
Overhead Pass. Foot Br.
 SEE PAGE 44
 FOR LARGER SCALE





90-NOA	1926	90-TA (Rel. 13) 1923	90-SOA (Rel. 10) 1923	90-SOA	1925
90-SOA	1925	90-SOA '23	90-SOA '24		
90-SOA	1925	90-SOA '25	90-SOA-1926	90-SOA	1923
	90-TA (Rel. 1911) 1923			90-SOA (Rel. 10) '23	90-SOA '23

14 4



90-NOA 1926	90-NOA '26	90-NOA '26	112	1941
90-50A 1912	90-50A '12	112-RICH)1940	112-RS(CH)1940	112-RI(CH)1940
		112-RS-RI(CH) MIXED 1940	112-RI(CH) 1940	112-RS(CH) 1940
			112-RI(CH) 1940	112-RI(CH) 1940

5-5 S.P. 12.5' 7" T.P.G. INC. FLOOR
 5 CONC. ABUTS 1915 (10)

Interlocker GRS Electr.
 107 W.L. 51.55.
 18 S.L. 176 L.F.

Station Under Trucks

NYC RSTL.

10 11 12

593.2-
10.27-29.3'x130.7"
ST. SIG. BR. COM PRS.
1926 (8)

10.3-12'x102' CONC.
SUBW. DRIVES ST-16.
2-20' DRIVES E-16.
S-W. STA. SPACE, CONC.
PRS. & ABUTS.
82ND ST 1917 (10)

82ND ST 598.8
(AVALON PARK)

FORDHAM
YARD

10.93-29.3'x148.10" ST.
SIG BR. CONC. PRS.
1926 (8)

10.95-13.6'x98' CONC. 599.9-
SUB. BTM ST CONC. PRS. &
ABUTS. -1929 (10)

87TH ST (WOODRUFF)

10.95E-13.6'x133'-0.0' 599.9
& 18MS TURNAROUND 600.3
TRM. SUBW. 87TH ST.
2-SP. 24'-0" TRM. 600.3
12'-0"-D.T. EACH APP
CREO. CONC. DESIGN 599.9
(10)

89TH PLACE
11.3-7'11" x 7'-8" x 4'
CONC. BOX FOOT PASSAGE
1926 (2)

11.4-13.6'x99.5" CONC.
SUBW. 91ST ST. 2-21'-6" DRIVES
2-16.5' W. STA. SPACE CONC.
PRS. & ABUTS. -1927 (9)

91ST ST
CHESTERFIELD

11.60-29.5'x165' 599.9
ST. SIG. BR. 1926 (9)
11.70-13'-6" BL-5' 600.3
CONC. SUBW. 93RD ST.
2-21'-6" DRIVES 2-16' 600.3
S-W. INC. SLABS OVER RD.
CONC. PRS. & ABUTS. 599.9
1927 (10)

11.8-19'-4" x 213' 0" H. TRM.
C. & W. I. 7 TRKS. C. R. I. &
P. R. R. 2 TRKS. 5 SPRING T. P. G. COLS
CONC. LAST. 1925 599
(COVER 9 TRKS)

11.9-13'-8" x 97'-8" 598.7
CONC. SUBW. 95TH ST
2-21'-6" DRIVES 2-16' S.W. ST-16
SPACE INC. RD. 595.9
2-14.35' CONC. PRS.
& ABUTS. -1926 (10)

C. & W. I. R. R. (7 TRKS)
C. R. I. & P. R. R. (2 TRKS)

95TH ST 597.7
1863 C. F. T. 599.5

95TH ST. (BURNSIDE)

NYC ST. 1

6

Station
Under Tracks

Subn. Sta.

6 7

Foot
Subway

Subn. Sta.

93RD ST

ST. RR

112-RT (CH) 1940

112-RT (CH) 1940

112-RS (CH) 1940

112-R5 (CH) 1940

112-RT (CH) 1940

112

1941

599.5 11553C+17

95TH ST.
(BURNSIDE)

599.5 - 46
599.9 - 46

12.36-29'-4" X 127'-2"
ST. SIG. CONC. PRS.
1925 (9)

12.6-10'8" X 69'-5" CONC.
SUBW. 100TH ST. 2-20-6
DRIVES 2-11'-6" S.W.
CONC. PRS. & ABTS. 1915
EXT. E. TRK. 1925 (8)

100ST. ST.

607.9

4

13.0-13'-7" X 94'-3" CONC.
SUBW. 103RD ST. 2-21-6
DRIVES 2-10' S.W. STA,
SPACE CONC. PRS. & ABTS.
1915 EXT. I TRK. EAST. 1925
(8)

103RD ST.

609.4

103RD ST.

13.05-29'-5" X 113' ST. SIG.
BR. CONC. PRS. 1925 (8)
13.2-12' X 69'-5" CONC. SUB.
105TH ST. 2-19-16' DRIVES
2-12' S.W. CONC. PRS. &
ABTS. 1915 - EXT. I TRK.
EAST. 1925 (8)

105TH ST.

13.5-13'-6" X 94'-5" CONC.
SUBW. 107TH ST. 2-21-6
DRIVES 2-10' S.W. STA.
SPACE CONC. PRS. & ABTS.
1915 EXT. I TRK. E. 1925
(8)

107TH ST.

107TH ST.

13.6-16' X 9'-7" X 136' CONC.
BOX FOOT PASS - 1915
EXT. E. 1925 (8)

108TH ST.

FOOT SUP.

13.73-29'-5" X 126'-7" ST.
SIG. BR. 1925 (8)

109TH ST.

13.7-11'-9" X 70' CONC.
SUBW. 109TH ST. 2-20
DRIVES 2-11'-7" S.W.
CONC. PRS. & ABTS.
1915 - EXT. I TRK. E. 1925 (8)

111TH ST. (PULLMAN)

111TH ST.

609.4

112 - RS (CH) 1940

112 - RS (CH) 1940

112 - RS 1939

112 - RI 1939

112 - RS - RICHI - Mixed 1939

112

1941

1/4
1/2

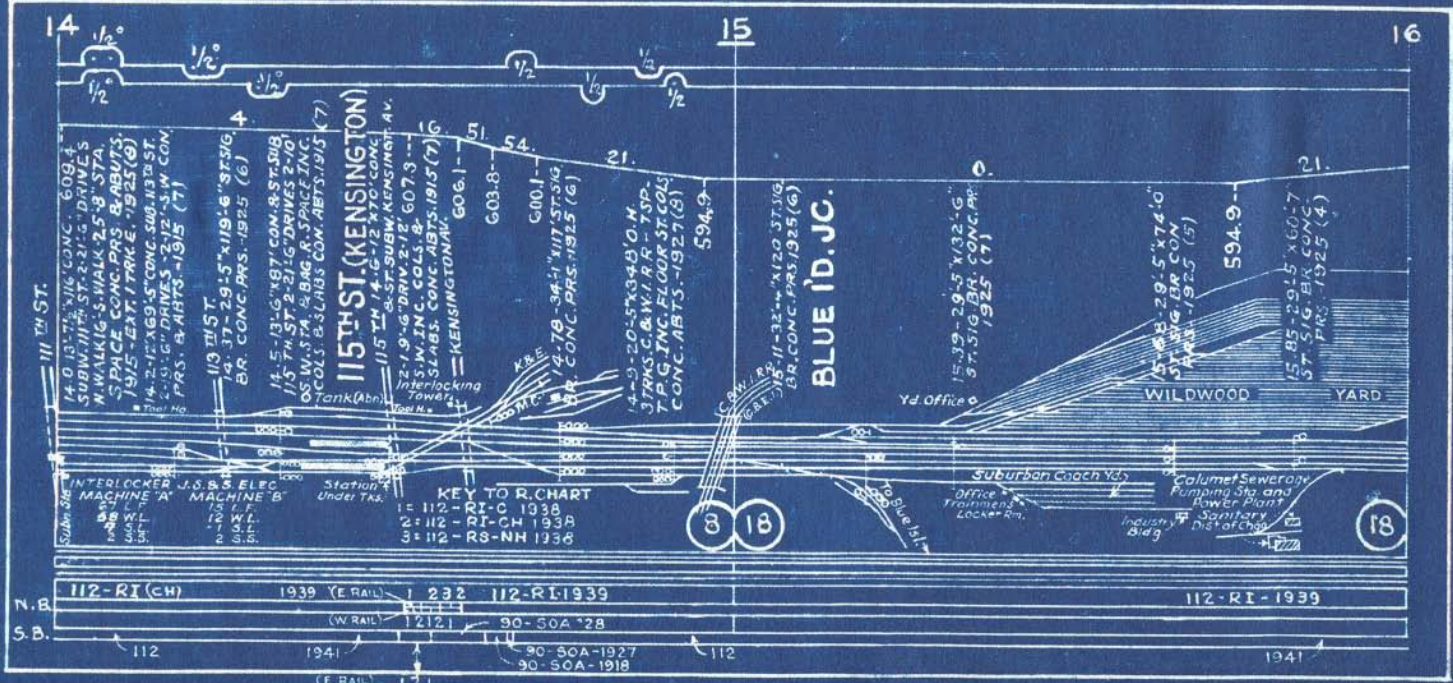
TO RICHTON → 14

12

13

14

7 8



16

17

18

Tank 16' x 18'
cap. 29,400
1940



16.07-18.15' x 17.4-6"
ST. STA. BR. CONC. PRS.
1925 (5)

16.3-18.17' x 58' CONC.
SUBM. BR. THST. 2-19-6"
DRIVES 2-12.5' W. CONC. PRS.
8-ABTS. -1926 (6)

WILDWOOD (130 TH ST.)

16.47-23.5' x 8C' ST. SIG. BR.
CONC. PRS. 1925 (5)

16.55E
13-7' x 160' CONC. & P.
ST. SUBM. INDIANA AVE
2-19-6 DRIVES 2-42.5' W.
INCL. FLOOR & COLS. CONC.
ABUTS. 2-SFS. 27.3" &
2-SP. 52'-9" T.P.G.
1925 (2)

16.64-29-5" x 96-6" ST.
SIG. BR. -1925 (6)
16-B-T.C. OVER C.S.L.
134-TH ST. SUBURBAN
TRMS. -19-11" x 87-0-0 &
18MS. 1-SP. 24'-7 1/2" IBMS
1923 (2) THRU TRMS. 19-11" x
93'-9" C.D.T. -1924
Cres. Bents & Ties, 4 Trs
1937

16.93-41' x 21' 2" CULUMET P.
1-SP. 65-7" D. PG. BASCULE
DRAW. 1-SP. 65-0" D. P.G.N. APP.
1-SA. 60-0" D.P.G. 5 APP.
CONC. PRS. 8-ABTS. 1925 (6)
(D.D. DRAW. MACHINERY)

16.9E-0-0 & T.P.G. - Interchange Trk
23-4x 266-10" - 1 SP. - 01-0-1 PG
D.D. No 59-2" - 50.78-0" 622-9--
1939

17.19-11" x 209-6" 622-9
TEMP. IN T.C. OVER B-8 OCT
R-P.C.C. 8-5T.L. PILE & FR. BR.
17.11-18-13-5' 4" J.C. OVER B-8 OCT 4W
17.11-18-13-5' 4" J.C. OVER B-8 OCT 4W
INC. SLABS
CON. ABTS. 1925 (6)

137 TH ST. (RIVER - DALE)

17.2-29-3" x 91' ST. SIG. BR. 1925 (6)
17-2-15-3" x 95' 2" CONC. SUB.
137 TH ST. 2-19-6" DRIVES. 2-12'
E.W. STA. SPACE CONC. PRS. &
ABTS. -1926 (6)
17.4-14-4" x 73-5" CONC. SUB.
138 TH ST. 2-19-6" DRIVES
2-12' S.W. STA. SPACE CONC.
PRS. ABUTS. -1926 (6)

615.9

148 R.R.

17-7-19-1 1/2' x 70' ST. &
CONC. J. C. R.R. OVER R.R. BR.
1-29'-11" PANEL 1-29'-4" PAN.
INC. COLS. & SLABS CONC.
ABTS. -1926 - (6)

615.9

17.99-29-3" x 91-1" STEEL
SIG. BR. CONC. PRS. -1925
(6)

610.4

19

Tank

Office

Subn Pif

ST. RY.

CULUMET

INT. TOWER
5-4 OCT
R.P.C.
5-5 T.L.

BRACCT

Subn Sta

112-RI(CH)

1939

112-RS(CH)

1939

112-RI(CH) 1939

18

19

20

IVANHOE

154th ST.

144th ST.

18-2-12' x 92'-7" CONC. SUBW. -
2-19'-6" DRIVES - 2-12 S.W.
STA. SPACE - CONC. P.R.S.
& ABTS. 7-32 G.-(7)

A- Treating Tank
50' x 41'-6" Steel
500,000 Gal. Cap.
1925

B- Storage Tank
29' x 60' Steel
600,000 Gal. Cap.
1930



18-62-29'-5"-31'- 610.4-
ST. SIG. RD. CONC. 609.9-
P.R.S. -1925 (GTR.)

18-8-25' x 259'-9"
O.D. & O.P.G. LITTLE
CALUMETR. 4 SR. 50
D.P.G. 8-15P. 30 D.P.G.
ST. TOWERS CN

CALUMET RIV. I. FN. L. O. D. 7'
CREG. P. P.R.S.
APP. EACH END.
CREG. P. B. FR. B.T.S.
1911 TO 1925 (7 TRKS)

147th ST
(SIBLEY BLVD.)

WATER TREATING PLANT

191-13-11" x 92'-5" CONC.
SUBWAY 147th ST. 2-19'-6"
DRIVES - 2-12 S.W. STA.
SPACE CONC. P.R.S. & ABTS.
1926 (7 TRKS.)

19-28-29'-5" x 82'-5" ST.
SIG. BR. CONC. P.R.S.
1925 (6 TRKS)

19-5-17'-5" x 84'-8" CONC. SUBW.
VINCENTNES RD. 2-19'-6" DRIVES
2-12 S.W. CONC. P.R.S. & ABTS.
1925 (7)

19-6-23-11" x 73'-3" CONC. SUBW.
152nd ST. 2-19'-6" DRIVES - 2-12'
S.W. CONC. P.R.S. & ABTS.
1925 (7 TRKS)

VINCENNES
19-6E-12-1" x 73'-3"
CONC. SUBW. G.T. INTERCH.
R. TRK. OVER 152nd ST.
1925 (6 TRKS)

19-9-20-4' x 77' CONC. SUBWAY
I.C. OVER G.T.W.R.R. 1-31' CENTER

PANEL INC. SLABS
1-17' P.N.L. EACH 629.7-
APP. REINF. SLABS
8&O.G.T.W.R. CONC. P.R.S. B.
1931-20' x 41'-3" CONC.
1915 I.C. OVER B. & D.T.C. R.R.
CONC. ABTS. -1926 (7)

19-89-29'-5" x 91'-516. BR 1925 (6)

HARVEY

626.3

Subn. Sta

Passageway Under Bridge

Walkway

Subn. Sta

Thru Pass. Platform



112-RI

1939

C112-R5-NH-1937

112-RI-CH

1937

112-RS-(NH)1937

112-RI-CH-1937

112

1941

20 21 22

20-0-13' X 95' CONC. SUBWAY 154 1/2 ST.
2-12'-6" DRIVES 2-12 S.W. 3/4 SPACE
CONC. PRS. & ABUTS. 1925 (7)

6263-

20-01-12' X 12' X 6'-6"
CONC. BAGGAGE TUNNEL 2P
20-1-16' 7" X 10' 3" CONC.
SUBWAY 155 1/2 ST.
2-19'-6" DRIVES 2-16 S.W.
STA. SPACE 1925 (7)
20-3-16' X 9'-16 1/2" X 13'-9"
CONC. BOX FOOT PASSAGE 156 1/2 ST.
1925 (7)

20-4-14'-10" X 16' CONC.
SUBWAY 157 TH ST 2-21'-6"
DRIVES 2-14 S.W. IN C.
15 SLABS IN 2 TRKS. CONC.
PRS. & ABUTS. 1925 (8)
20-56-20'-5" X 88'-4" ST.
SIG. BR. CONC. PRS. 1925 (6)

20-6-12'-7" X 77'-7"
CONC. SUBWAY 159 TH ST.
2-12-13'-6" DRIVES 2-14 S.W.
CONC. PRS. & ABUTS. 1925 (6)

20-66-12'-6" X 620-9-
77'-7" CONC. SUBWAY
159 TH ST 2-19'-6" DRIVES
12-14 S.W. CONC. PRS. &
ABUTS. 1925-24 (19 TR)

20-9-15' X 36'-3"
ST. & CONC. BR. OVER
DRAINAGE D. INC. COY.
DK CONC. ABUTS. 4 TRKS. 1911
2 TRKS. - 1925 (G)

20-9E-18'-6" X 32'-9" CONC
BR. OVER D. DITCH CON. DK
6 ABUTS. 1924 (14 TRKS)
20-22E-14' X 33' CONC.
BR. OVER D. DITCH CONC. DK
4 ABUTS. - 1923 EXT. FOR
WASHINGTON PARK 4-34" D.P.G.
B.D. 1-14' PNL O.D.T. EACH APP.
1929 (14 TRKS.)

21

MARKHAM

612.1

3

612.6

21-30-29'-5" X 88'-7"
ST. SIG. BR. CONC. PRS.
1925 (6)

YARD

21

(See Page 49 and 50 for Diagram)

10 11

112 - RI - CH

1937

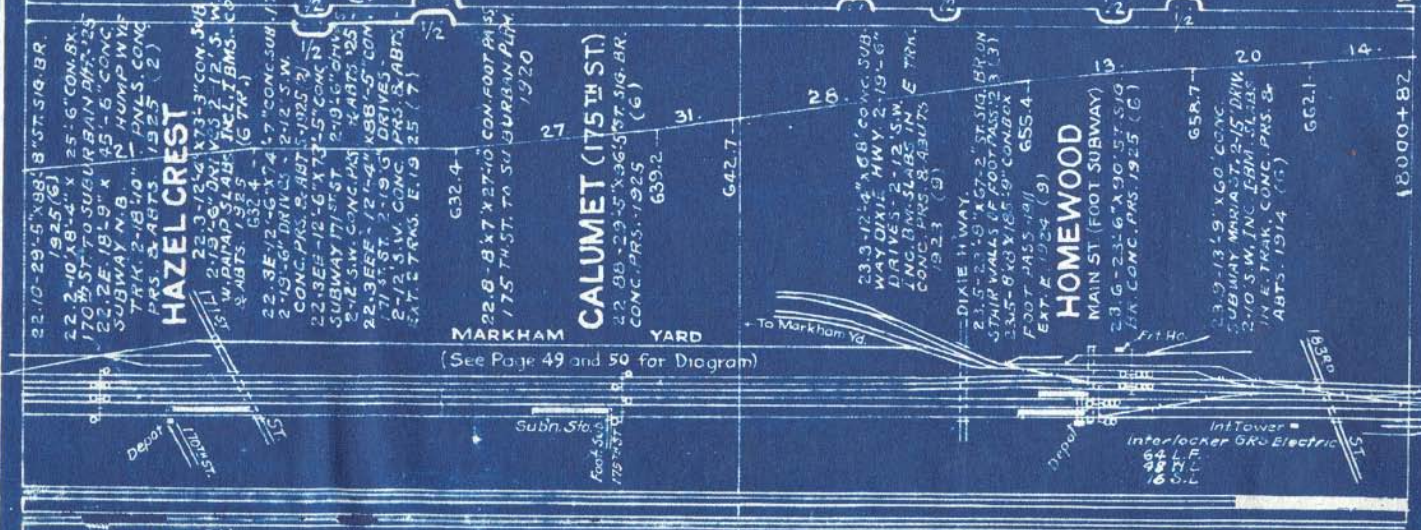
112

1941

HARVEY
SUB'N STA

To Markham Yd →

22 23 24



(See Page 49 and 50 for Diagram)

112 - RICH

1937 112-RS 1935

24

25

26

18000782

14

23

20

7

1

0

0

20

678.1

24-18-23-2"x93'
ST. SIG. BR. CONC. PXS
1911-EXT. E. -1923

667.3

670.8

24-75-23-2"x93' ST. SIG
BR. CONC. PXS 1911
EXT. E. -1923 677.6

678.0

24-9-8'8"x12'6" CONC.
BOX FOOT PASS. 1911
EXT. E. 1923 678.2

FLOSSMOOR

5101171

25-0-12'X51-3' CON. SUBW. ILL ST
2-15' DRIVES 10' S.W. ON N.S. SIDE

INC. IBM. SLABS IN E. TR.
CONC. PXS. & ABTS. 1911
EXT. E. TRK. -1923 - (6)

678.2

25-50-23-2"x106'-8"
ST. SIG. BR. CONC. PXS.
1911 -EXT. E. -1923

673.5

673.5

Front Sub
Depot

Freight Ho

112 - RS

1935

112

1941

11 12

12 P.R.

26

27

28

678.1
26.1-11' X 53'
VOLLMER RD.
2-8' 6" S.W.
ABTS 680.7-1924 (6)

21. ST. SIG. BR.
EXT. E. 1911

26.6-7' X 7'-4" X 1'
BOX, FOOT PASS
EXT. E. 1924 689.0

OLYMPIA FIELDS

25. 18.7.
692.3-
693.7-
694.0-

27.27-23'-4" X 93'-10"
ST. SIG. BR. CONC. PRS. 1911
EXT. 1923 (6)

27.3-10' X 18' 570. AR.
H. 35' EXT. 1911-23.
(6)

27.7-8' X 6' X 31'-2" CON.
BOX, FOOT PASS, 211' TM ST.
(TO SUBURBAN STA.) 1923

27.7-14'-1" X 55' CONC. & ST.
SUBWAY 211' TM ST. LINCOLN HWY.
1-SP. 55' DR. G. - CONC. DK.
& ABTS. - 1-40' DRIVE 16' S.W.
1923 (7) 718.1-22

27.98-23'-2" X 108'-2" ST.
SIG. BR. CONC. PRS. 1923-
1924 (6)

11 12

112-R5

1935

112

1941

ROAD

Station

Foot Sub

Station

AVENUE LINCOLN

28

29

30

1/2°
Tank 20'x30'
cap: 100000 G.
1922

281-6'x6'x250' CONC
BOX-H. 20'-1922 (8)

29-2-16'8-21-6"x122-1"
CONC. & ST. SUBW. OVER
FRONT ST &
M.C.R. R. 1-SP
MICH. CENT. 1-SP
36'-6" O. R. G. 1-SP
24'-8" CON. SLAB 1-SP
1-SP 24'-5" CON. SLAB
1-SP 34'-0" INC. IBM. PRS. &

MATTESON
ABTS.
1923

29-3-10'x8'x22-7" (6)
CONC. BOX FOOT PASS-1923 (3)
29-4-17-4"x60-7" CON. SUB
MAIN ST-1-3-6" DRIVE 1-5"
CONC. PRS. & ABTS.-1923 (7)

29-5-21-2"x 731-9"
73'-9" CONC. 731-9"
& ST. SUBW. OVER E. J. &
1-34' PLS INC. 131M'S
CONC. PRS. & ABTS.
1923 (6)

26-66-23-2"x91-8"
ST SIG. BR. CONC.
PRS.-1924 (6)
722.2

29-3-22'x90' ST.
SIG. BR. CON. PRS.-1924 (6)
29-3-12'x39'-8"
CONC. SUBW.
SAUK TRAIL-2-13-5" DRIVES
4' S.W. ON INSIDE CONC. PRS. &
ABTS.-1924 (6)

29-7-22'-8"x77' ST 5 (5)
BR. CON. PRS.-1924 (5)

EL. 160.0

Font Sub
Depot

o Tank

Tower

Interlocker - GRS Electric
104 L.F.
61 H.F.
2255

12

112-R5

1935

110-R1

1931

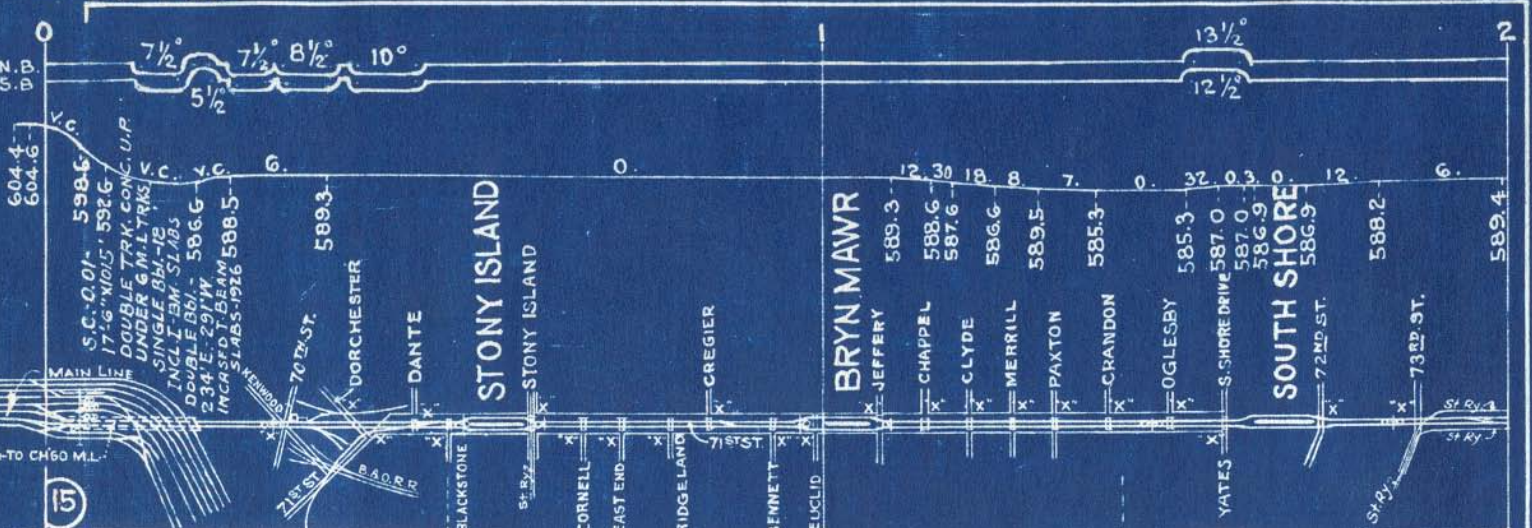
110-R5

1931

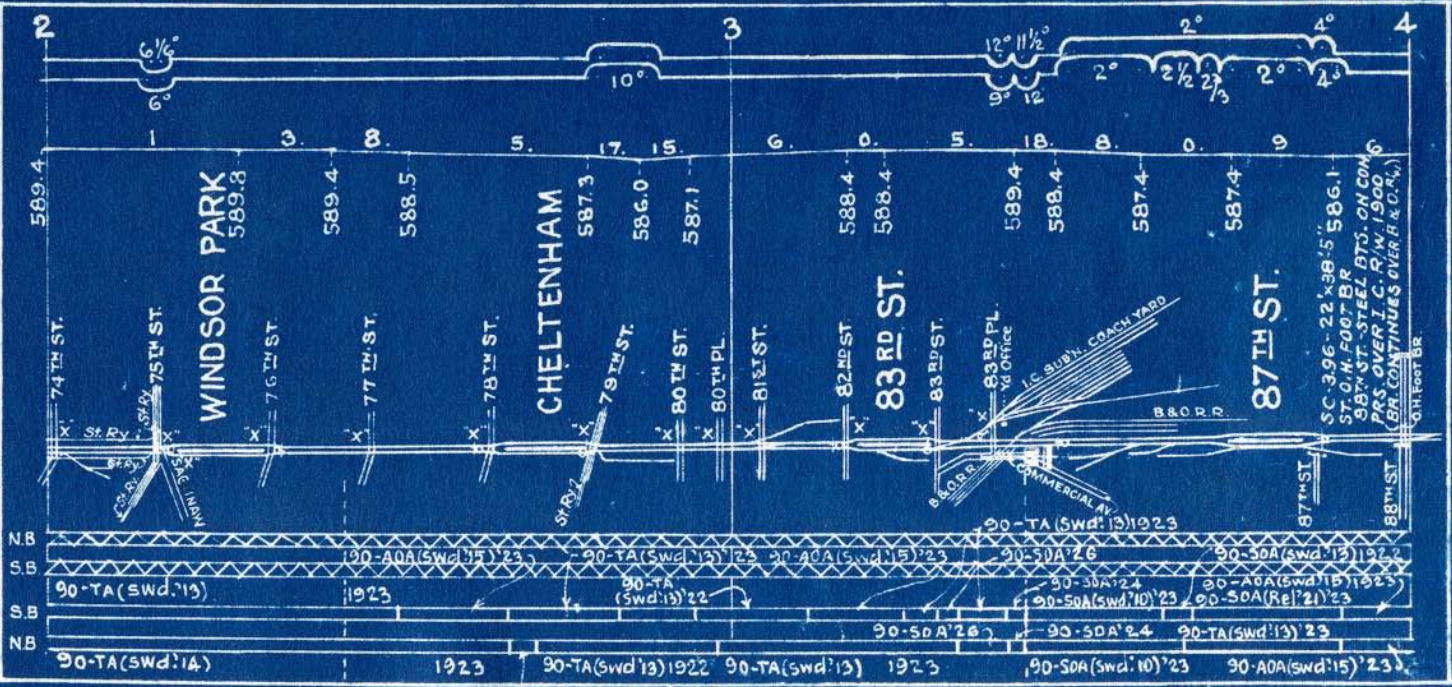
112

1941

23 67TH ST. 0 2



N.B.		90-SOA (Rel. 19) 1929	90-SOA (Rel. 28) 1929	90-TA (Swd. 13) '22	90-SOA (Swd. 14) '22	
S.B.		90-SOA 1926	90-SOA '25	90-NOA (Rel. 28) 1929	90-SOA (Swd. 14) '22	90-TA (Swd. 13) '23
S.B.		90-NOA '26	90-SOA (Swd. 10) '23	90-TA (Swd. 13) 1923		90-TA (Swd. 14) '23
C-8.42		90-SOA 1926				
N.B.		90-SOA 1926		90-SOA (Swd. 14) '23	90-TA (Swd. 13) 1923	
C-8.43						
			90-NOA '29			90-SOA (Swd. 16) '22
			90-SOA (Rel. 14) 1929			90-SOA (Swd. 14) 1922



WINDSOR PARK
589.8

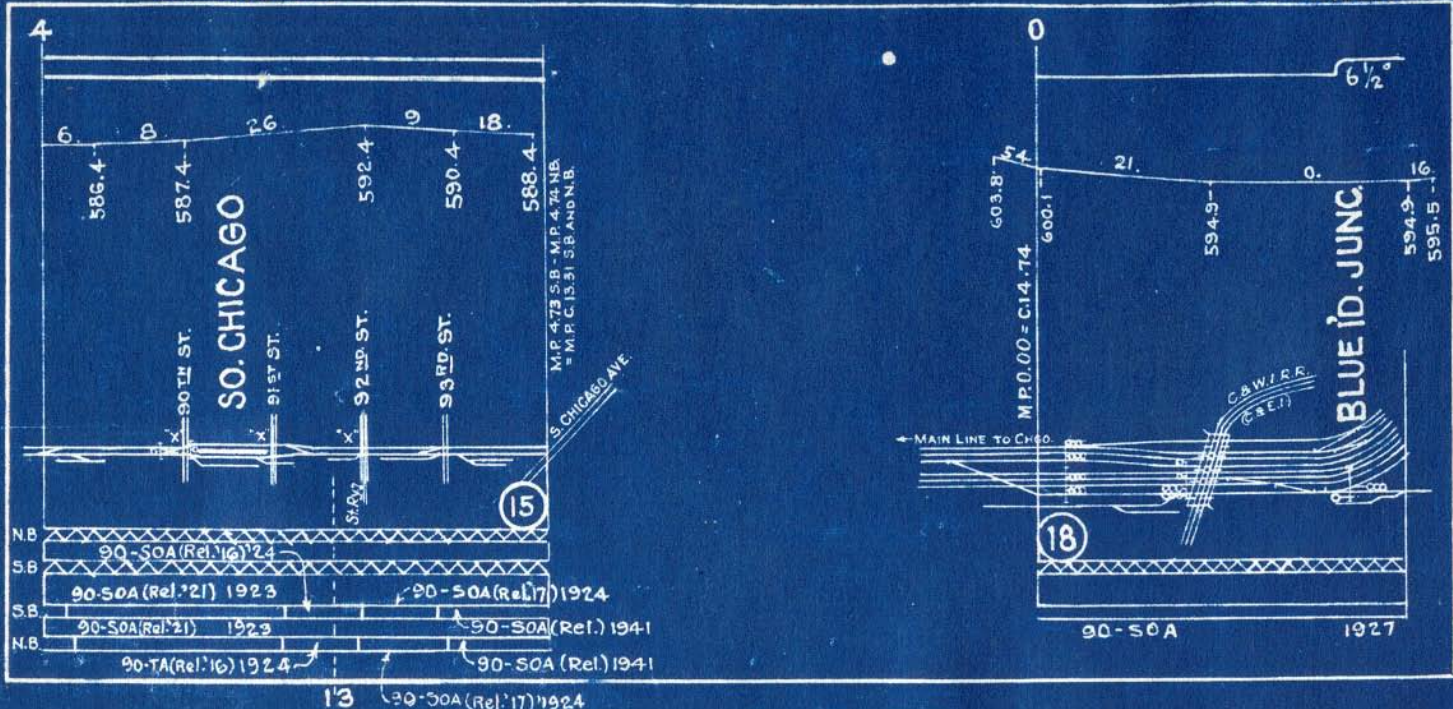
CHELTEHAM

83 RD ST.

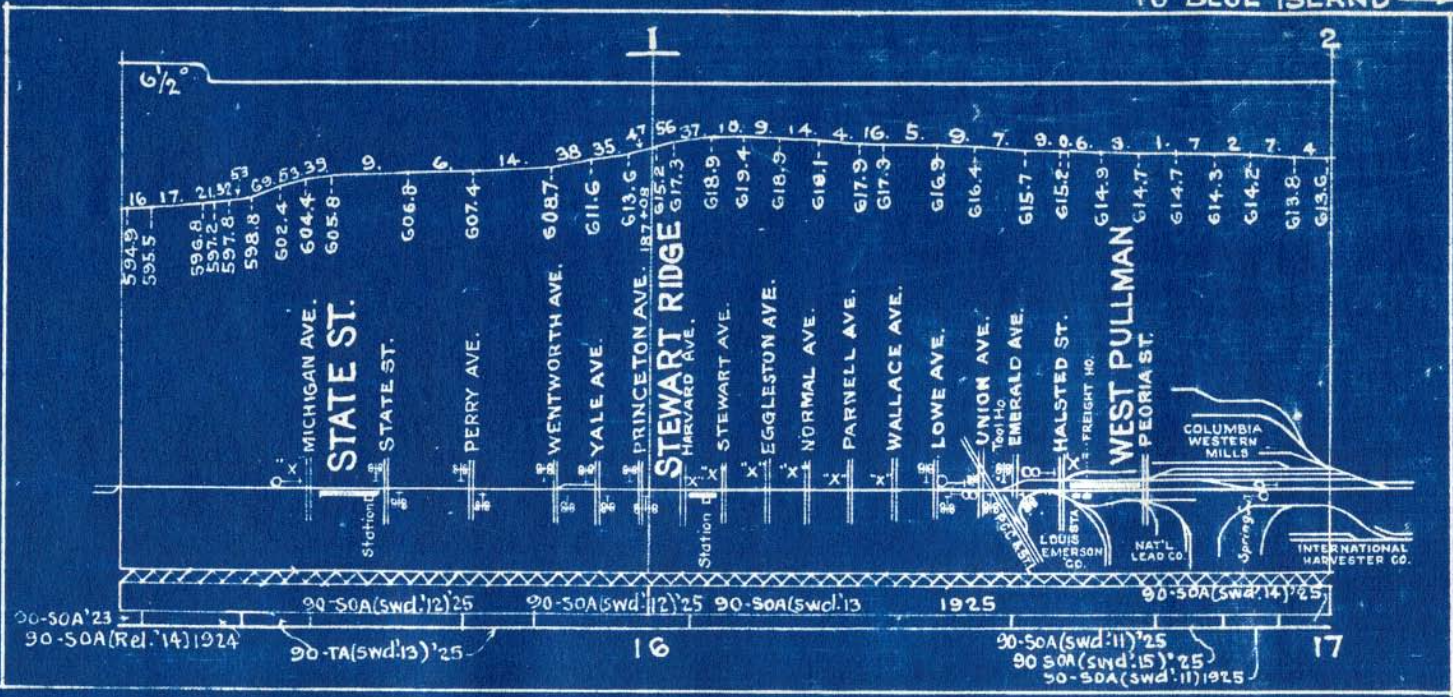
87TH ST.

SC 3.96-22 x 38'-5" 586.1
 ST. O.H. FOOT BR
 98TH ST. STEEL BTG. ON CON
 PRS. OVER I. C. R/W. 1900
 (BR. CONTINUES OVER B. & O.R.R.)
 O.H. Foot BR

NB								
S.B		90-AOA (Swd. 15) 23	90-TA (Swd. 13) 23	90-AOA (Swd. 15) 23	90-SDA 26	90-SDA (swd. 13) 1922		
S.B	90-TA (Swd. 13) 1923		90-TA (Swd. 13) 22		90-SDA 24	90-SDA (swd. 10) 23	90-AOA (Swd. 15) 1923	90-SDA (Rel. 21) 23
NB					90-SDA 26	90-SDA 24	90-TA (Swd. 13) 23	
	90-TA (Swd. 14)	1923	90-TA (Swd. 13) 1922	90-TA (Swd. 13) 1923	90-SDA (swd. 10) 23	90-AOA (swd. 15) 23		



6 1/2°



90-50A'23
90-50A(Rel.'14)1924

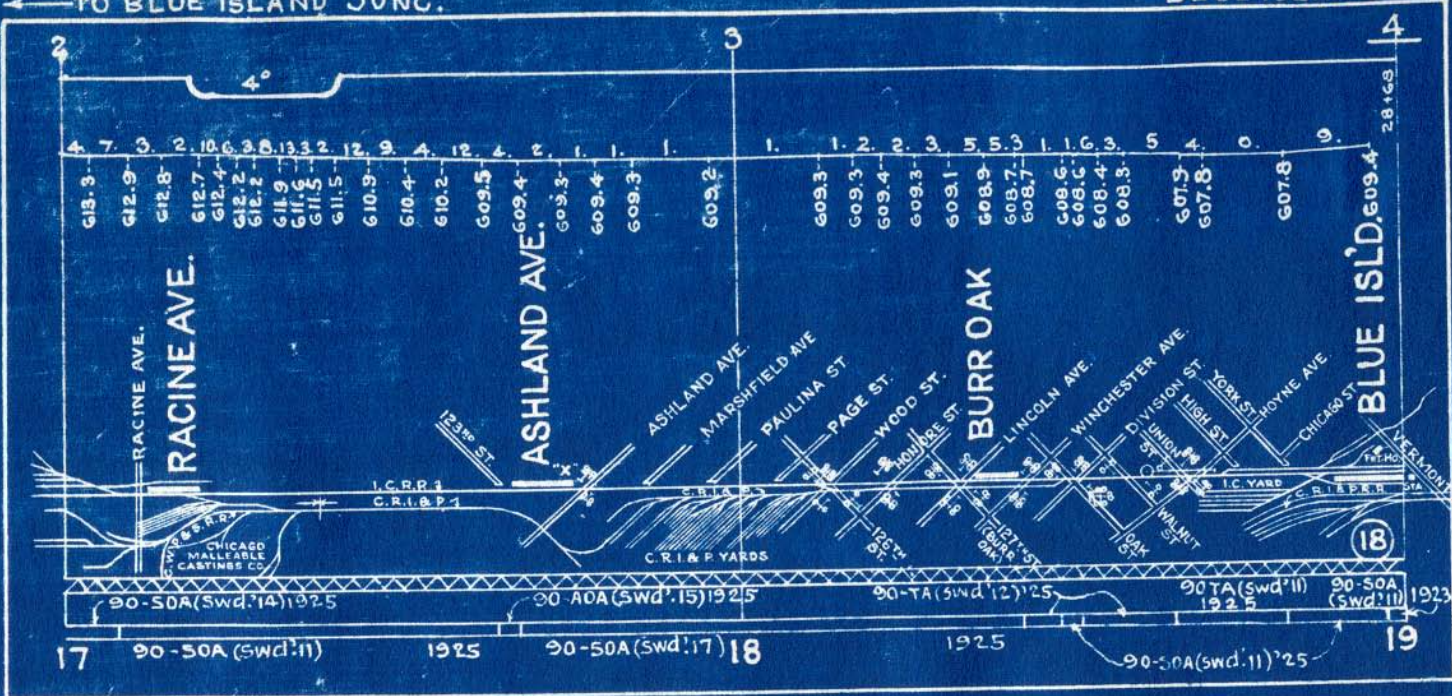
90-50A(swd.'12)'25
90-TA(swd.'13)'25

90-50A(swd.'12)'25 90-50A(swd.'13)

16

1925
90-50A(swd.'11)'25
90-50A(swd.'15)'25
50-50A(swd.'11)1925

17



17

90-50A (swd'11)

1925

90-50A (swd'17)

18

1925

90-50A (swd'11) '25

19

(18)

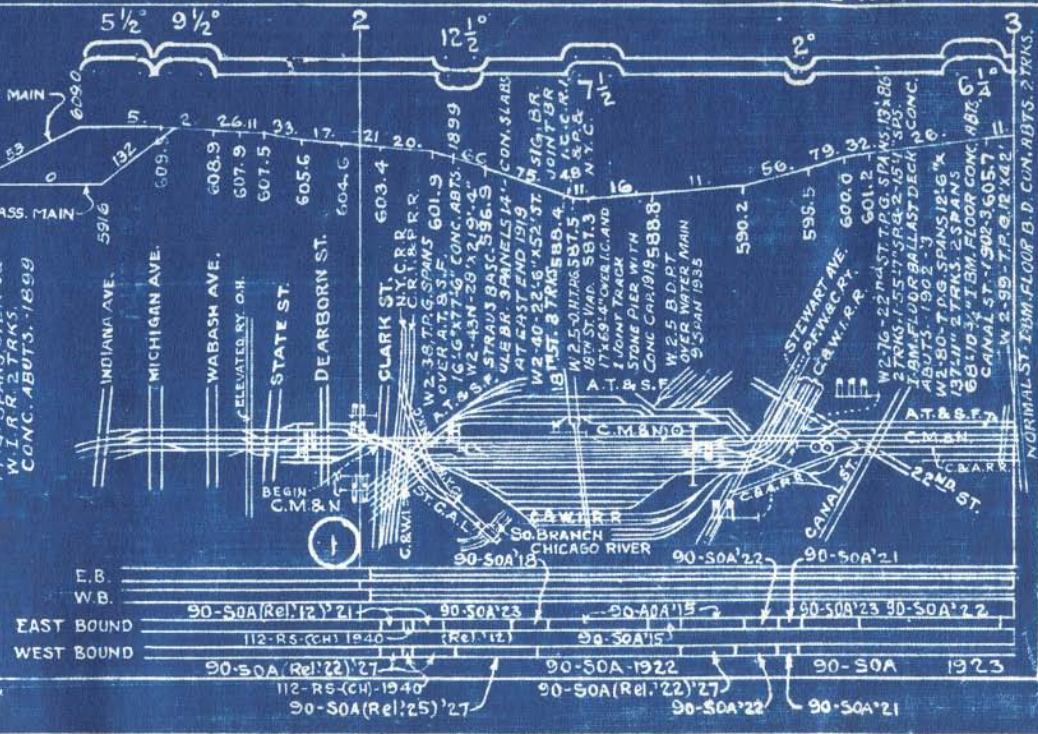
90-50A (swd'11) 1923

19

BRIDGES ON THE ST. CHARLES AIR LINE.

- W1-8 - 17x236'-3 T.P.G. 2 TRKS. 5 SPANS OVER I.C. 815' ST. I.B.M. FLOOR - 1899
- W1-9 - 14x85' 8" D. & T.P.G. 3 TRKS. 3 SP. I.B.M. FLOOR INDIANA AV. - 1899
- W1-96 - 12-4' x 25'-3" T.P.G. 3 TRKS. 1 B.M. FLOOR OVER VALLEY STONE ABUTS. - 1899
- W1-96 - 14' x 616' 0" D. & I.B.M.S. CHICAGO COLD STORAGE CO. TRK
- W1-96 - 11-14' x 418' I.B.M. SPANS
- W2-01 - 14' x 96' - 8" T.P.G. 4 TRKS. MICHIGAN AV. STEEL DECK ST. ABUTS. - 1932-1935
- W2-05 - 14' x 24' - 7" D.P.G. 4 TRKS. ALLEY, S. DECK STONE ABUTS. - 1809
- W2-09 - 14' x 106' 8" D. P. & T.P.G. 4 TRKS. WABASH AV. S. DECK STONE ABUTS. - 1809
- W2-10 - 5-14' - 6" I.B.M. TRESTLE, FIRESTONE TIRE CO. S. DECK - 1931
- W2-14 - 12'-6" x 26'-0" D.P.G. 4 TRKS. ALLEY, S. DECK STONE ABUTS. - 1899
- ELEVATED R.R. OVER TRACK HERE OVERHEAD CLEARANCE 16'-6"
- W2-10 - 16' x 144' 0" DET. LANSING CO. AND C.B.B. BATT. CO.
- W2-18 - 14' x 106' - 9" D.P. & T.P.G. STATE ST. 4 TRKS S. DECK STONE ABUTS. 1899
- W2-15 - 14' x 72' - 7" I.B.M. SPANS EDWARD LASHAM CO. - 1913
- W2-25 - D.P. & T.P.G. 11' x 72' - 8" 4 TRKS. DEARBORN ST. ST. ABUTS. S. DECK. - 1899
- W2-25 - 22' x 53' - 7" ST. SIGNAL BR. 4 TRKS. JOINT WITH C.R.I. & P. AND N.Y.C. R.R.
- W2-25 - W-T.P.G. I.B.M.S. H.O.D.F.T. 12' x 151' 2 TRKS. BEATRICE CREAMERY CO. - 1917
- W2-25 - N-6' x 83' - 7" O.D.F.T. (FROM SWITCH TO CREAMERY) 1917
- QUARER CAT. 500.12.157
- W2-288 - O.D.F.TRES. - 1913
- W2-33 - 12-53' x 89' - 9" T.P.G.

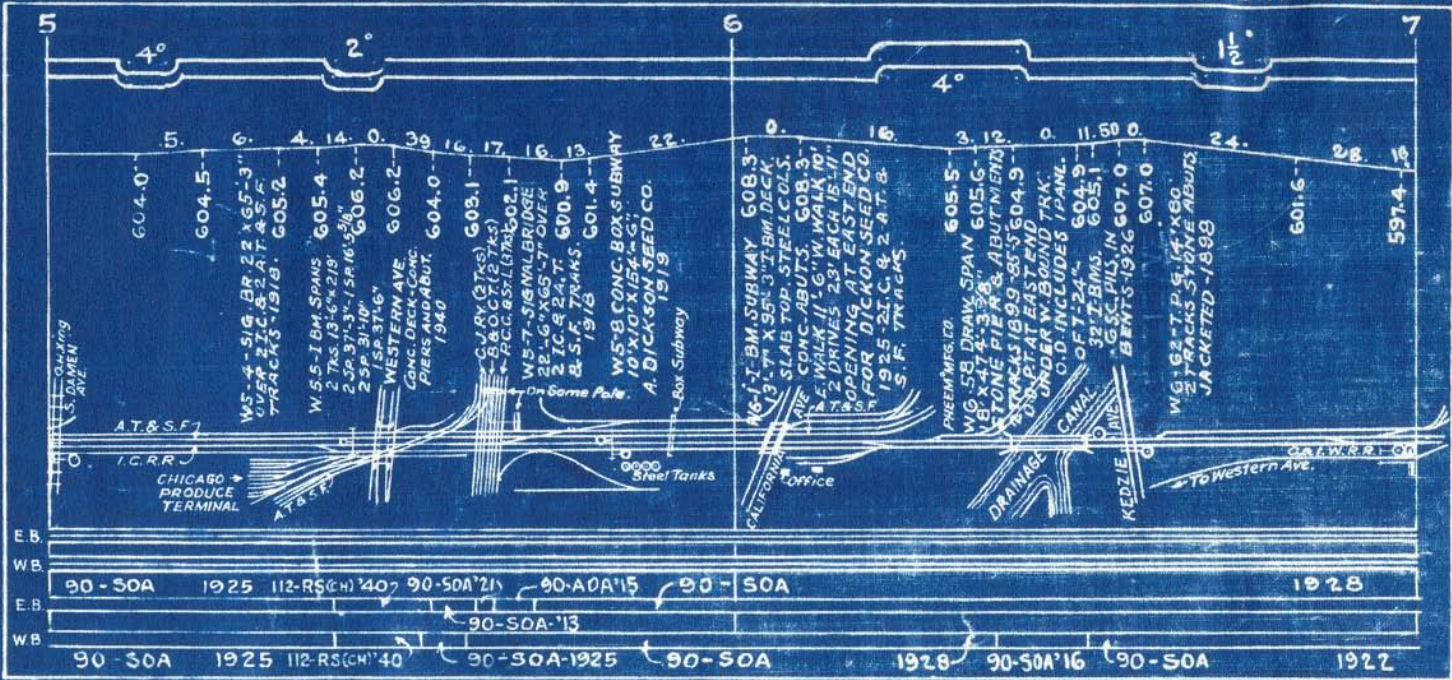
SPANS OVER CLARK ST. & CAR TRKS. 2 TRKS
CONC. ABUTS. - 1899



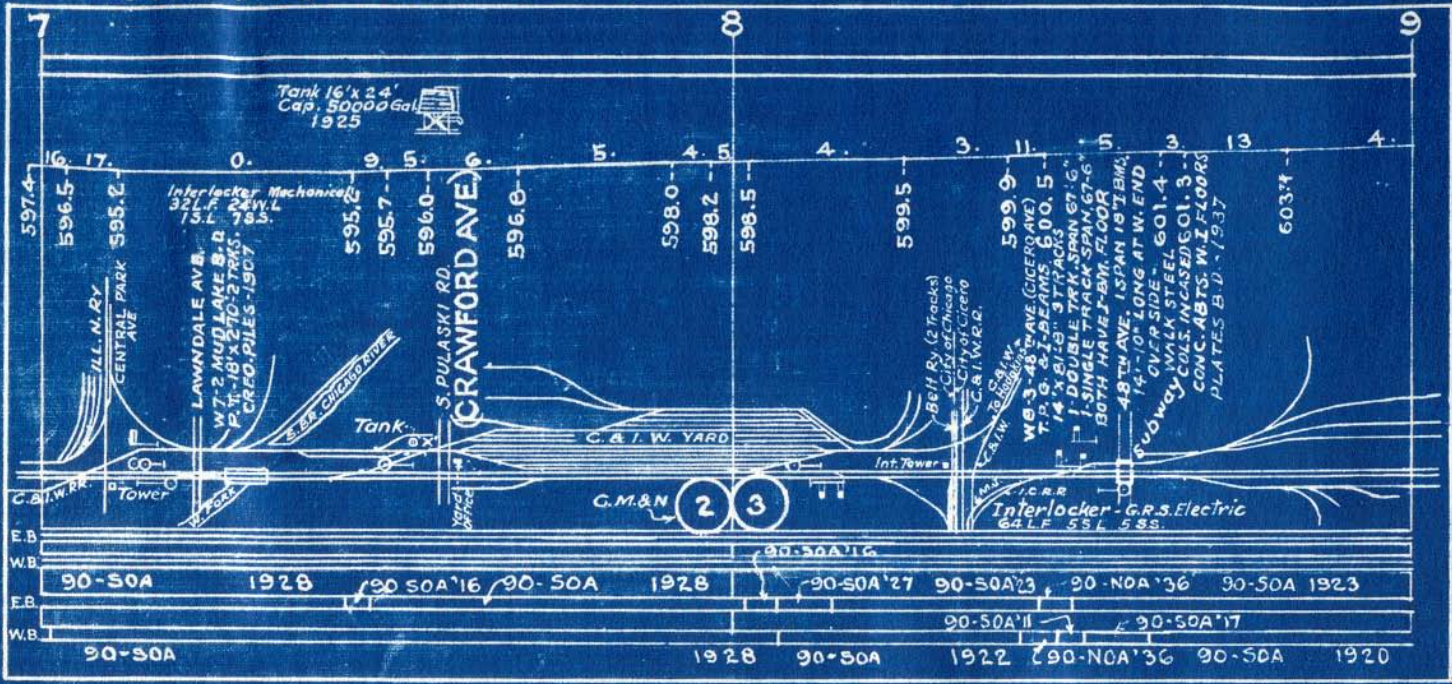
NORMAL ST. I.B.M. FLOOR B.D. CON. ABUTS. 2 TRKS.
GROVE ST. 1902 - 1903
W3-0-7 P.G. 11'-6" x 56'-2" I.B.M. FLOOR B.D. CONC.
ABUTS. 2 TRKS. NORMAL AV. 1902 - 3

CENTRAL STATION

TO BROADVIEW → 28



EB									
WB	90-50A	1925 112-RS(CH)'40	90-50A'21	90-ADA'15	90-50A				1928
EB			90-50A'13						
WB	90-50A	1925 112-RS(CH)'40	90-50A-1925	90-50A	1928	90-50A'16	90-50A		1922



Tank 16' x 24'
Cap. 50000 Gal.
1925

Interlocker Mechanically
32 L.F. 24 W.L.
15 L. 783.

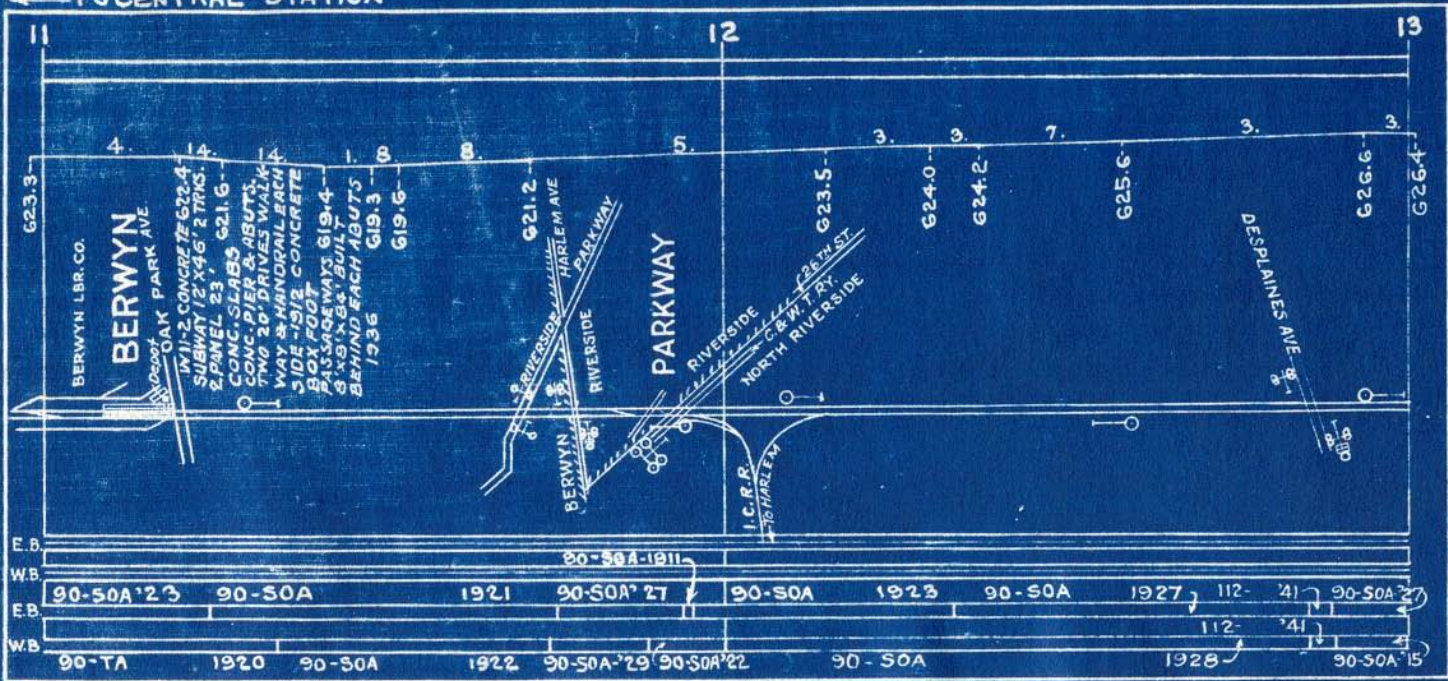
S. PULASKI RD.
(CRAWFORD AVE)

G.M. & N
2 3

Interlocker - G.R.S. Electric
64 L.F. 55 L. 583.

WB-3-48" AVE. (CICERO AVE)
T.P.G. 2-I-BEAMS 600.5
14' x 8' x 18" 3 TRACKS
1-DOUBLE TRK SPAN 67'-6"
1-SINGLE TRK SPAN 67'-6"
BOTH HAVE J-BM. FLOOR
48" AVE. 1 SPAN 18" I.B.M.
14'-10" LONG AT W. END
OVER SIDE
FUDWAY WALK STEEL 601.4
CONC. ABTS. W.I. FLOORS
PLATES B.D. 1937

90-50A	1928	90-50A'16	90-50A	1928	90-50A'27	90-50A'23	90-NDA'36	90-50A	1923
90-50A						90-50A'11	90-50A'17		
	1928	90-50A		1922	90-NDA'36	90-50A			1920



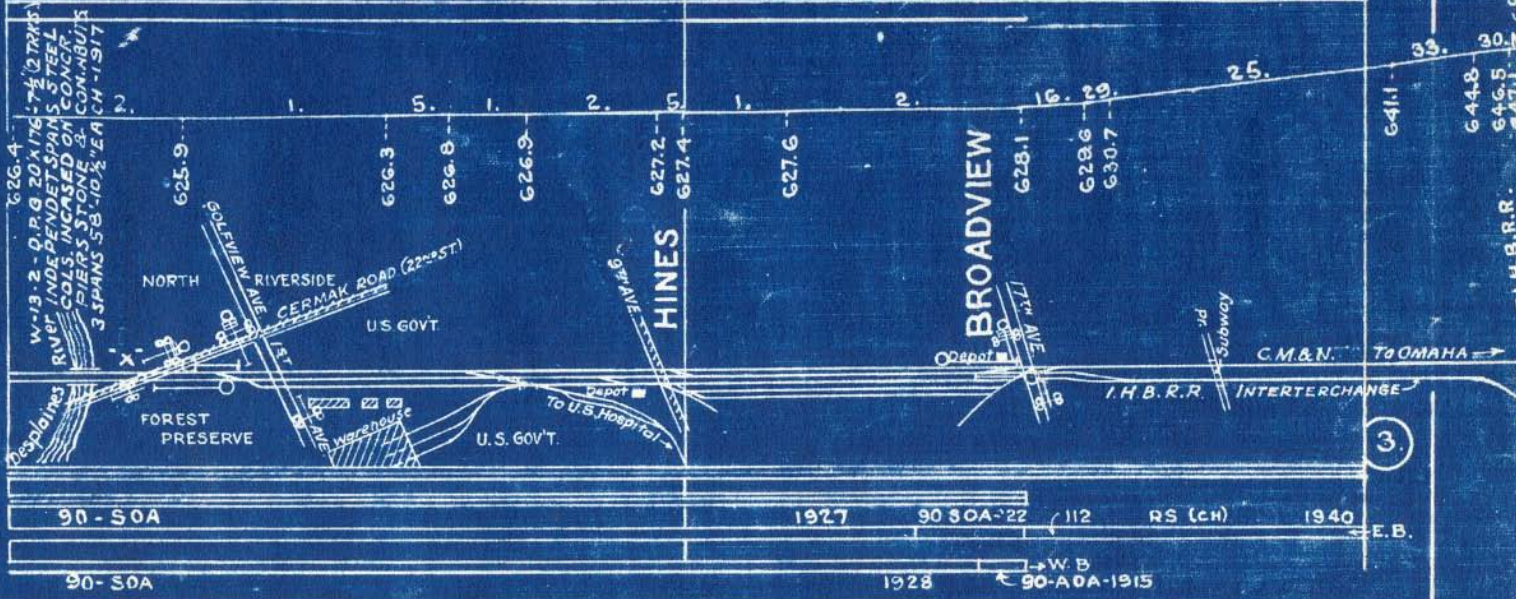
BROADVIEW

34

13

14

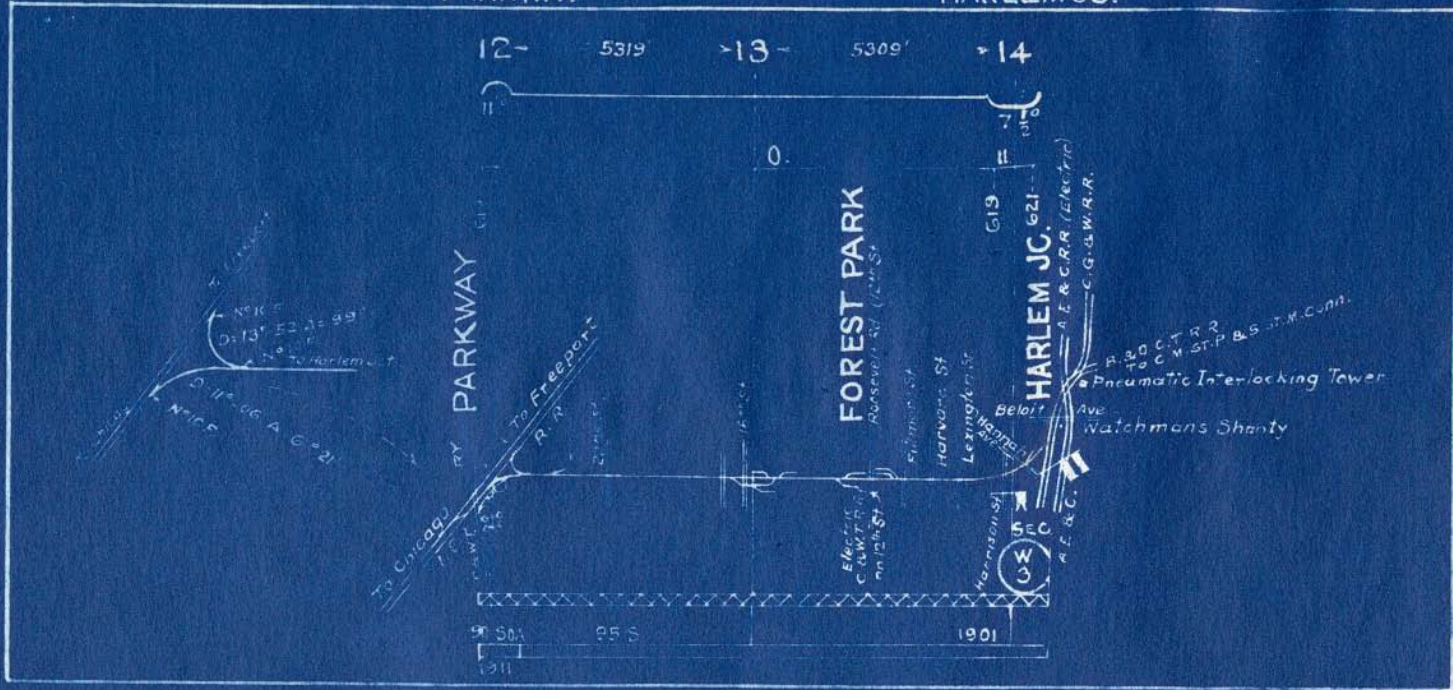
15

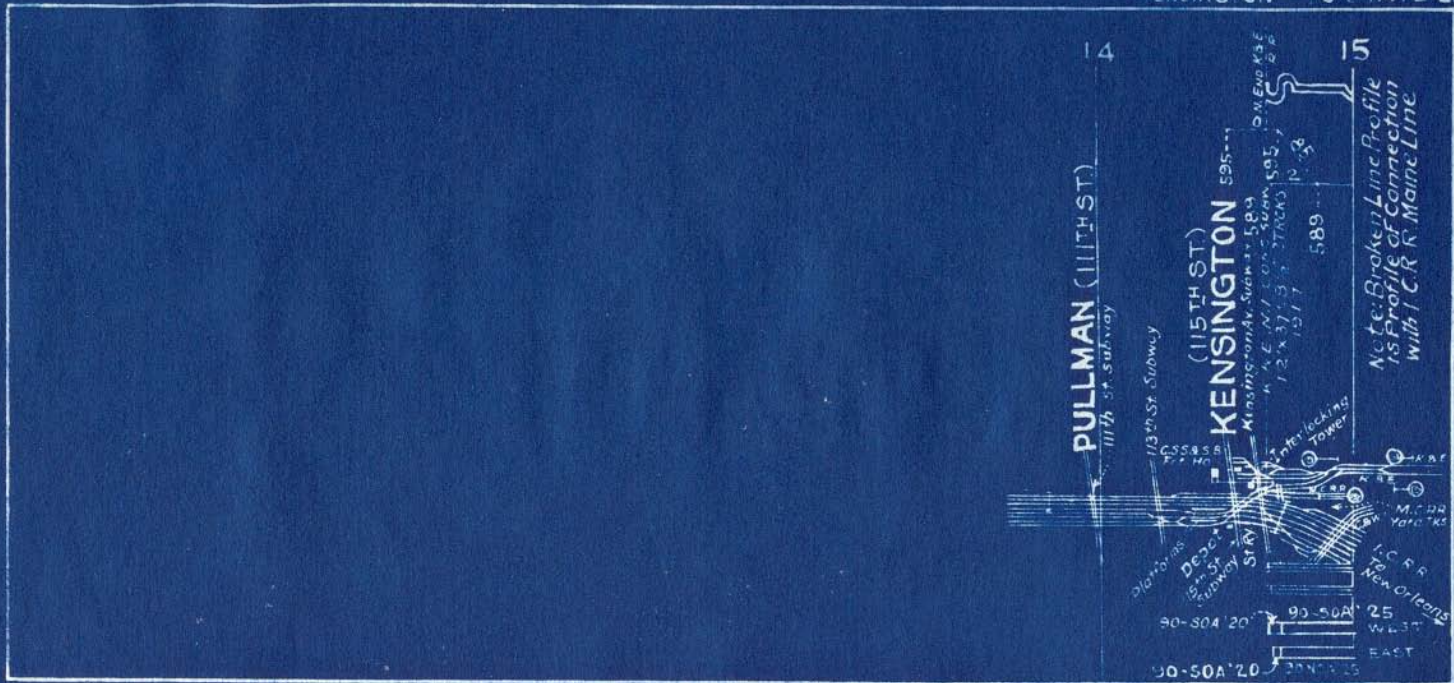


646.9
30.
644.8
646.5
647.1
646.9
I.H.B.R.R.

3







20



316±80

STATE LINE 585--

LAKE COOK (HAMMOND)

GOSLIN ST

K&E R.R. ends at State Line
Brainard Ave

To South Bend

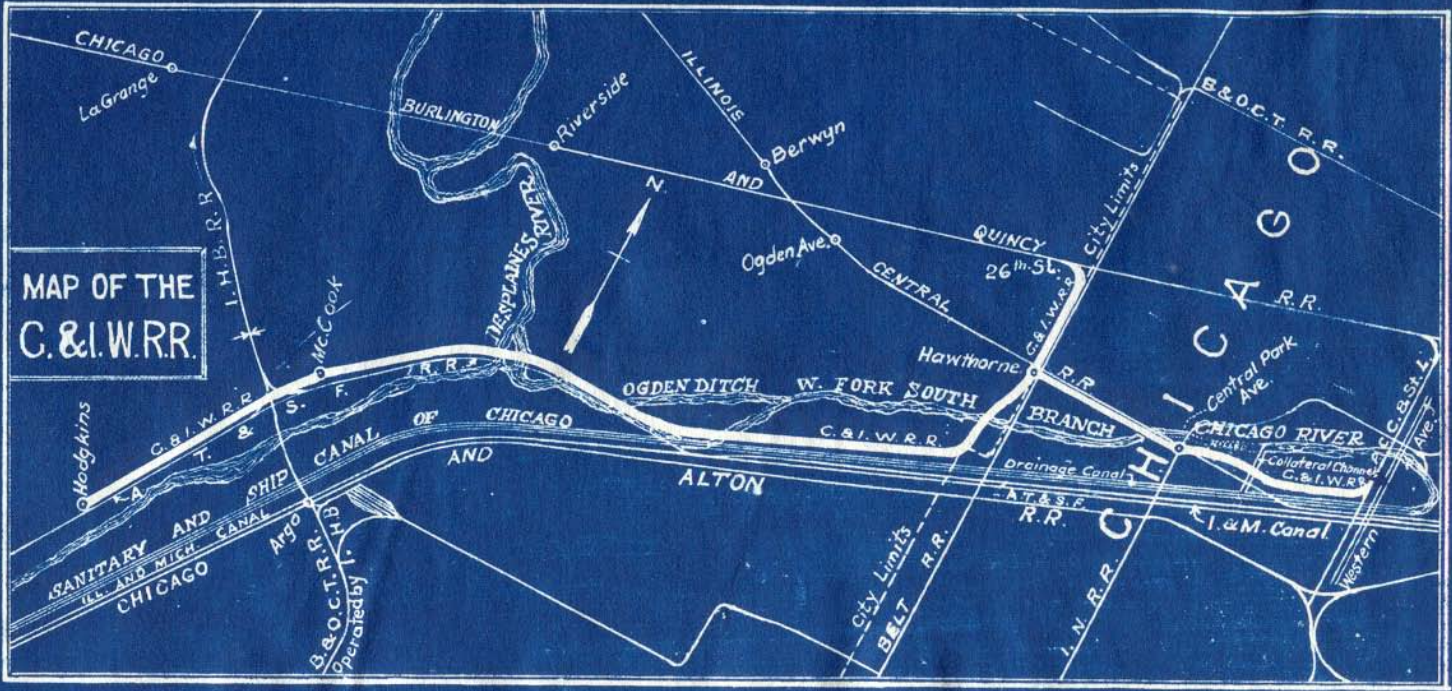
ILL. COUNTY IND.

100-R.I. 1925 70-9-208

100-R.I. 1925 90-50-1908

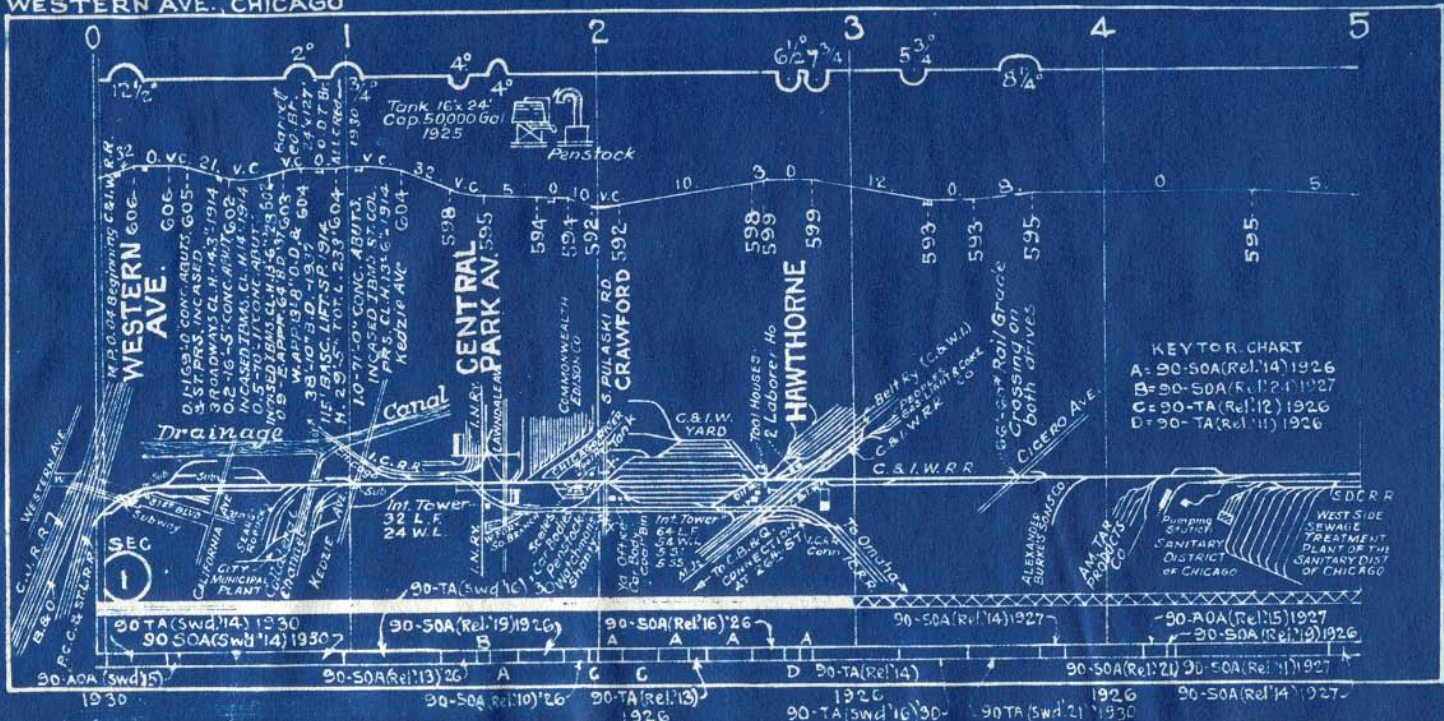


MAP OF THE
C. & I. W. R. R.



WESTERN AVE. CHICAGO

41



See Page 9 for Profile, etc.

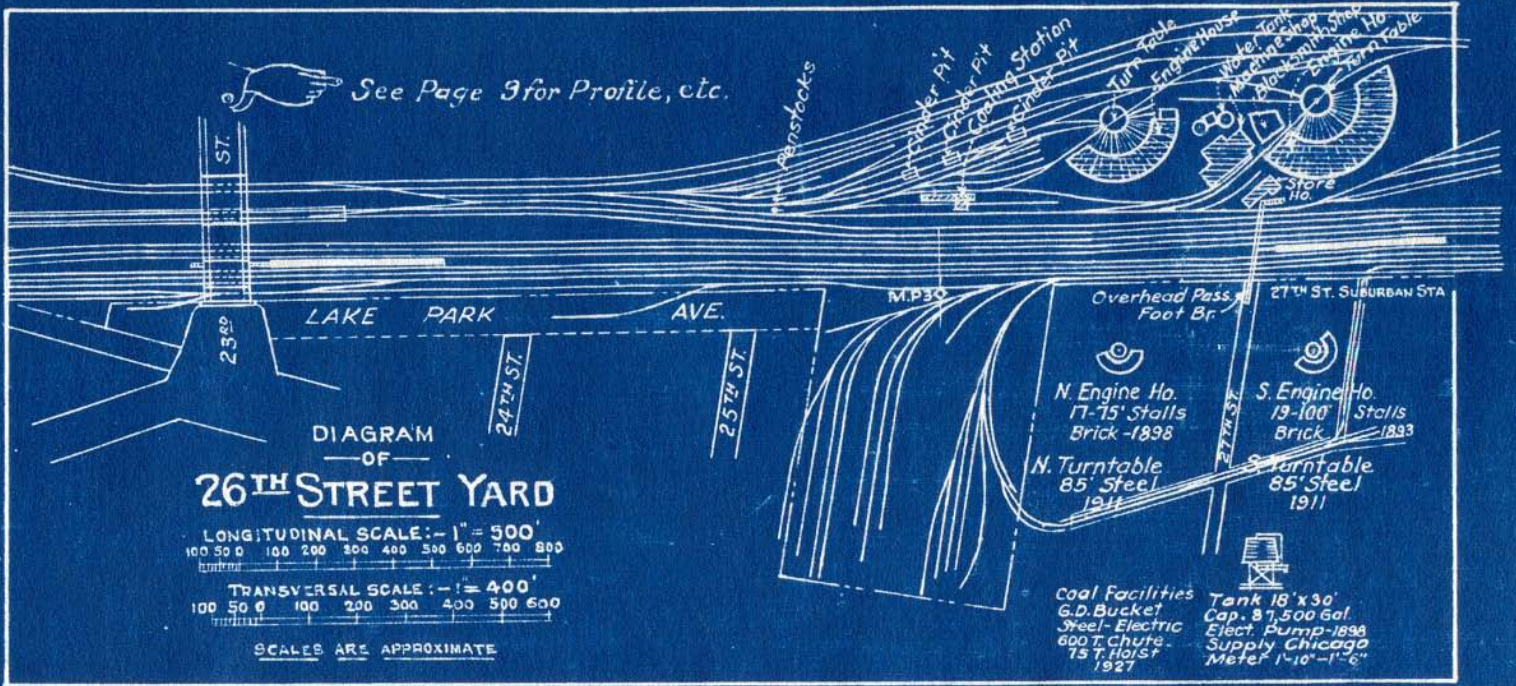


DIAGRAM
— OF —
26TH STREET YARD

LONGITUDINAL SCALE: - 1" = 500'
 100 50 0 100 200 300 400 500 600 700 800

TRANSVERSAL SCALE: - 1" = 400'
 100 50 0 100 200 300 400 500 600

SCALES ARE APPROXIMATE

Coal Facilities
 G.D. Bucket
 Steel-Electric
 600 T. Chute
 75 T. Hoist
 1927

Tank 18' x 30'
 Cap. 87,500 Gal.
 Elect. Pump-1898
 Supply Chicago
 Meter 1'-10" - 1'-6"

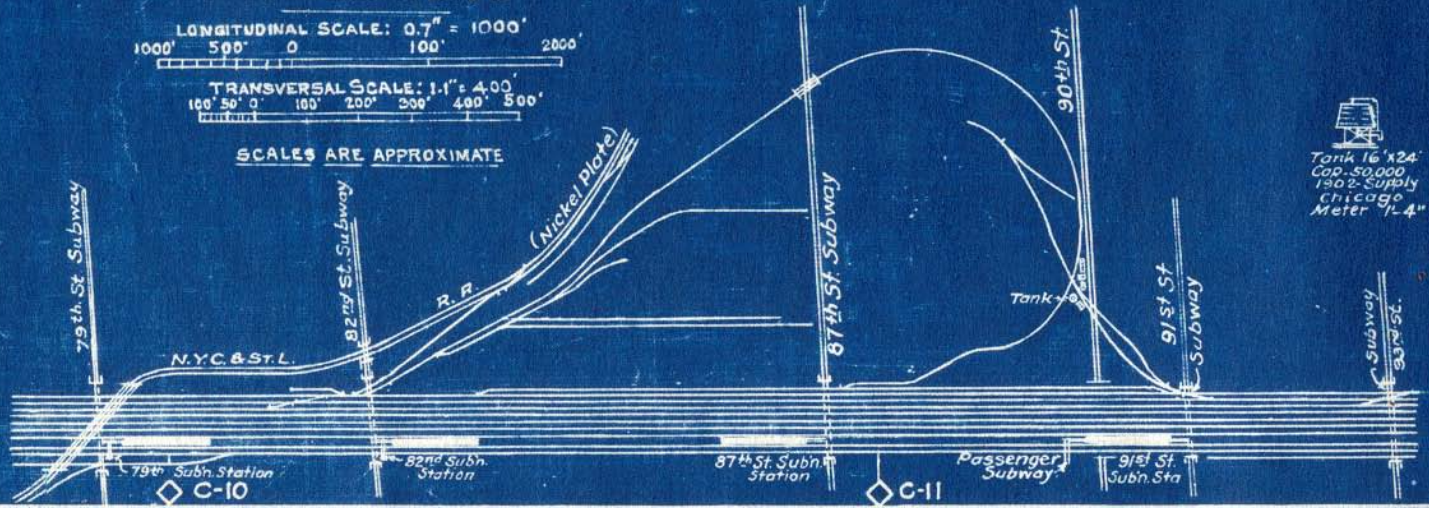
See Page 13 for Profile, etc.

DIAGRAM OF FORDHAM YARDS

LONGITUDINAL SCALE: 0.7" = 1000'
1000' 500' 0 100' 2000'

TRANSVERSAL SCALE: 1.1" = 400'
100' 50' 0 100' 200' 300' 400' 500'

SCALES ARE APPROXIMATE




 Tank 16' x 24'
 Cap. 50,000
 1902 Supply
 Chicago
 Meter 1.4"

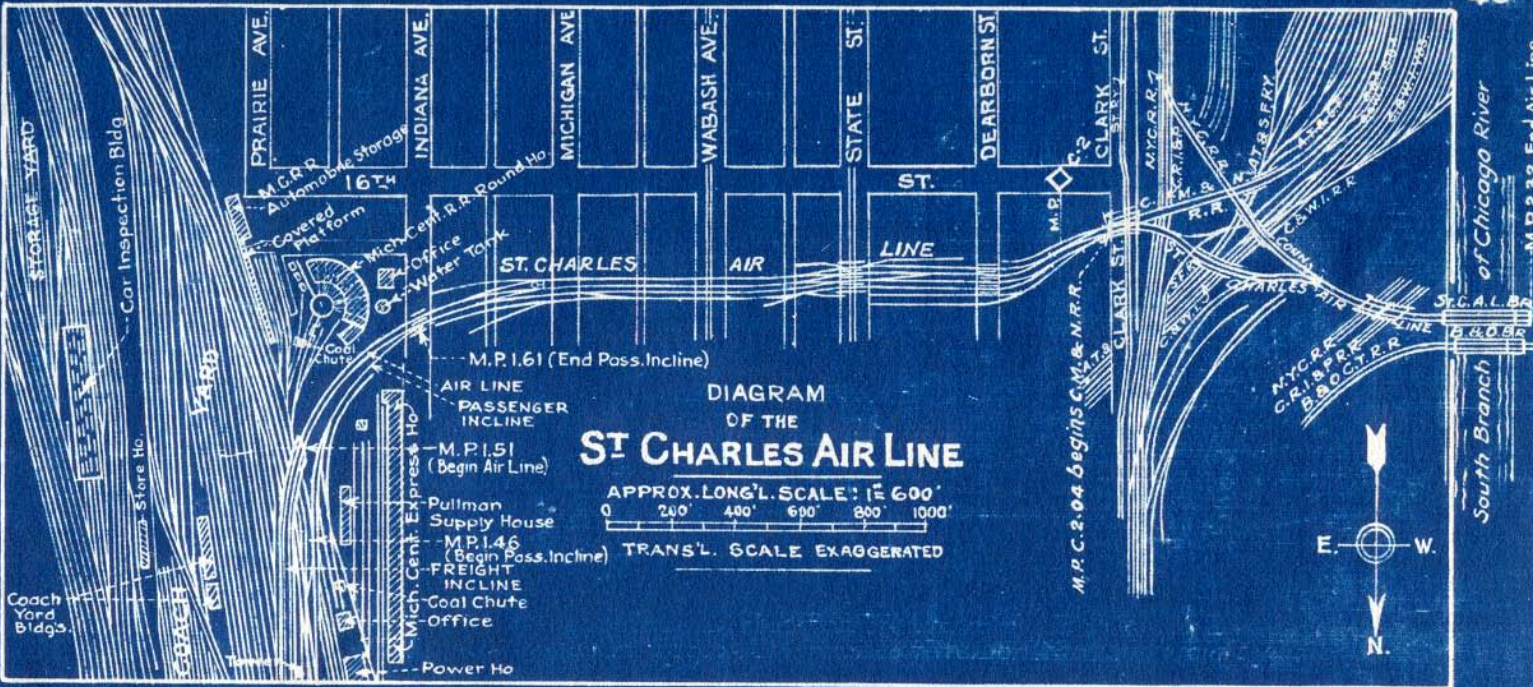


DIAGRAM OF THE
ST. CHARLES AIR LINE

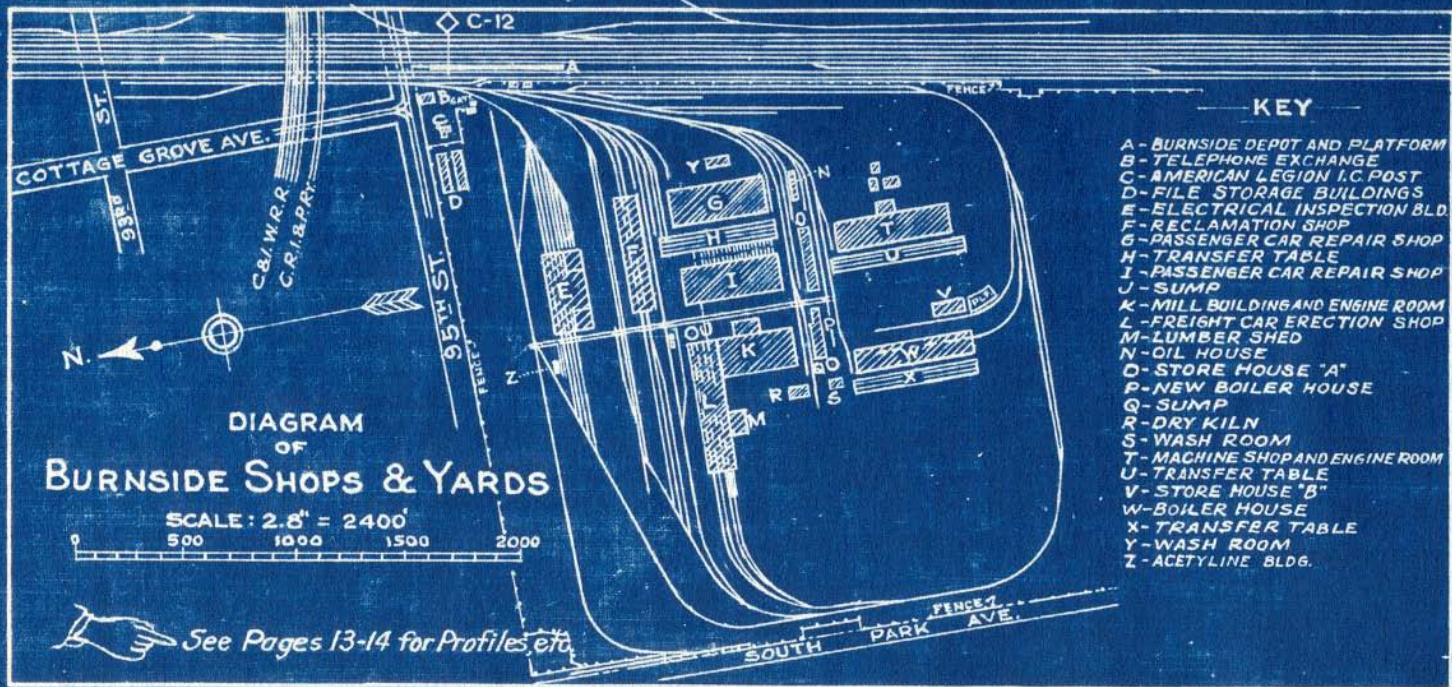
APPROX. LONG'L. SCALE: 1" = 600'
 0 200' 400' 600' 800' 1000'

TRANS'L. SCALE EXAGGERATED



of Chicago River
 South Branch

M.P. 2.32 End Air Line



KEY

- A - BURNSIDE DEPOT AND PLATFORM
- B - TELEPHONE EXCHANGE
- C - AMERICAN LEGION I.C. POST
- D - FILE STORAGE BUILDINGS
- E - ELECTRICAL INSPECTION BLD.
- F - RECLAMATION SHOP
- G - PASSENGER CAR REPAIR SHOP
- H - TRANSFER TABLE
- I - PASSENGER CAR REPAIR SHOP
- J - SUMP
- K - MILL BUILDING AND ENGINE ROOM
- L - FREIGHT CAR ERECTION SHOP
- M - LUMBER SHED
- N - OIL HOUSE
- O - STORE HOUSE "A"
- P - NEW BOILER HOUSE
- Q - SUMP
- R - DRY KILN
- S - WASH ROOM
- T - MACHINE SHOP AND ENGINE ROOM
- U - TRANSFER TABLE
- V - STORE HOUSE "B"
- W - BOILER HOUSE
- X - TRANSFER TABLE
- Y - WASH ROOM
- Z - ACETYLENE BLDG.

DIAGRAM
OF
BURNSIDE SHOPS & YARDS

SCALE: 2.8" = 2400'

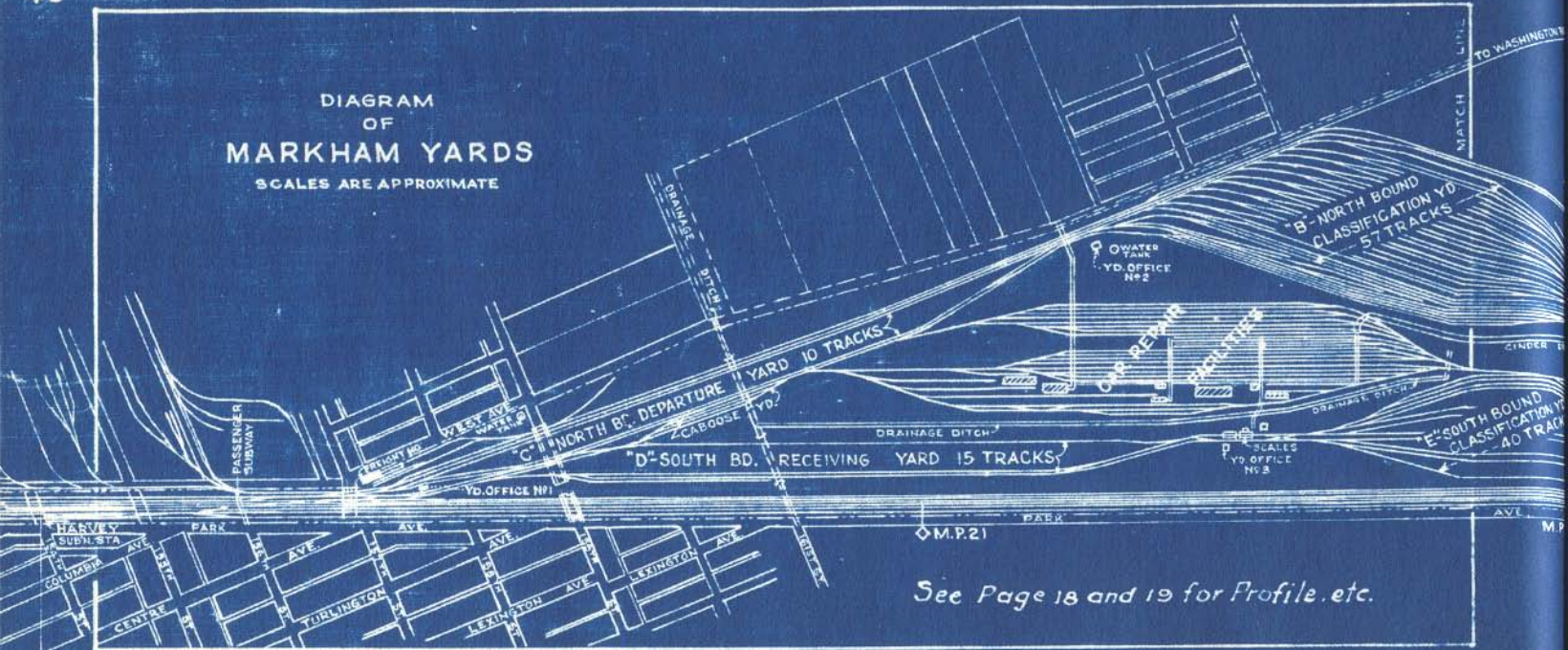


See Pages 13-14 for Profiles, etc.



DIAGRAM OF MARKHAM YARDS

SCALES ARE APPROXIMATE

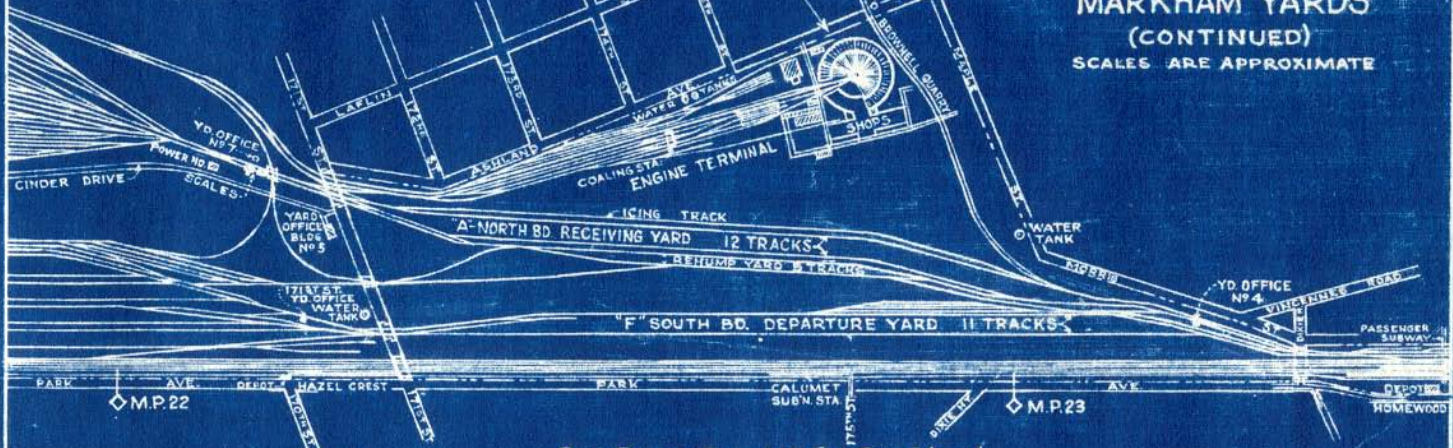


See Page 18 and 19 for Profile, etc.

Cooling Facilities
 G.D. Bucket
 Conc. Const.
 Elec. Power
 Cap. Hoist 2-120 T.
 Cap. Chute 1200 T.
 1926

Round House
 36-100' Stalls
 Brick 1925
 Turntable
 100'-1925

DIAGRAM
OF
MARKHAM YARDS
 (CONTINUED)
 SCALES ARE APPROXIMATE



See Page 18 and 19 for Profile, etc.



RULING ^{AND} MAXIMUM GRADES ^{ON THIS} CHICAGO TERMINAL

District	Length of District	Location		N. or E. Bound %		S. or W. Bound %		Length of Grade	Remarks
		Mile Post	Station	Ruling	Maximum	Ruling	Maximum		
CHICAGO TO MATTESON	29.74	23	HOMewood			0.55	0.55	5640'	
		9	BROOKDALE	0.37	0.37			2700'	
HARLEM BRANCH	2.17	13	HARLEM JCT.	0.20	0.20			1000'	
SO. CHICAGO BRANCH	4.65	4	SO. CHICAGO			1.08	1.08	550'	
		0	6 TH STREET	0.50	0.50			200'	
BLUE ISLAND BRANCH	4.06	0	STATE STREET			1.05	1.05	760'	
		4	BLUE ISLAND	2.34	2.34			170'	SWITCHING ONLY PASS. INCLINE
ADDISON LINE	13.42	1	CENTRAL STA.			2.50	2.50	680'	
		2	18 STREET	1.50	1.50			330'	
K. & E. R. R.	6.98	18	HEGEWISCH		1.00			1000'	
		18	"	1.00				1000'	
		19	"			1.00	1.00	2200'	
		19	"					2200'	

OWNERSHIP OF RAILROAD CROSSINGS ON THE CHICAGO TERMINAL

District	Name of Road	Station	Mile	Kind	Maintained By
CHICAGO	ST. M. S. R.R.	ORING KING	10	OVERHEAD	
	P.F.W. & S.R.R.	" "	10	"	
	N.Y.C. & S.T.L. R.R.	" "	10	"	
	C. & W.I. R.R.	BURNSIDE	12	"	* C. & W.I. R.R.
	C. R. I. & P. R. R.	"	12	"	* I.C. 4X, C.R. I. & P. 8X
	C. & W.I. R.R.	KENSINGTON	15	GRADE	* I.C. 4X, C. & W.I. 4X.
	P.C.C. & S.T.L. R.R.	RIVERDALE	18	SUBWAY	
	B. & O. C. T. R. R.	"	18	"	
	I. H. B. R. R.	"	18	"	
	C. & G. T. R. R.	HARVEY	20	"	† SEE DIAGRAM
	B. & O. C. T. R. R.	"	20	"	† B. & O. C. T. R. R.
	C. I. T. CO. ELEC. RY.	"	21	"	† C. I. T. CO. ELEC. RY.
	M. C. R. R.	"	29	"	† I. C. I. X. M. C. I. X.
	C. & S. F. R. R.	"	29	"	† C. & S. F. R. R.
SO. CHICAGO BR.	B. & O. R. R.	71 ST ST. "Y"	1	GRADE	I. C. R. R.
	C. S. L. (ELEC.)	STONY IS. AVE.	1	"	C. S. L.
	" "	73 RD ST.	2	"	C. S. L.
	" "	75 TH ST.	3	"	C. S. L.
	" "	79 TH ST.	3	"	C. S. L.

* SEE DIAGRAMS ON PAGE No. 104

† " " " " " 105

OWNERSHIP & RAILROAD CROSSINGS ON THE CHICAGO TERMINAL

District	Name of Road	Station	Mile	Kind	Maintained by
SO. CHICAGO BR.	B. & O. R. R.	84 TH ST.	4	GRADE	I. C. R. R.
	C. S. L. (ELEC.)	92 ND ST.	5	"	C. S. L.
BLUE ISLAND BR.	C. S. L. (ELEC.)	MICHIGAN AVE.	1	GRADE	C. S. L.
	P. C. C. & ST. L. R. R.	W. PULLMAN	2	"	I. C. R. R.
C. M. & N.	L. S. & M. S. R. R.	16 TH & CLARK	3	"	I. C. R. R.
	C. R. I. & P. R. R.	" "	3	"	"
	L. S. & M. S. R. R.	16 TH & LA SALLE	3	"	"
	A. T. & S. F. R. R.	16 TH ST.	3	SUBWAY	"
	P. F. W. & C. R. R.	21 ST & STEWART	3	GRADE	* SEE DIAGRAM.
	C. & W. I. R. R.	" "	3	"	* " "
	A. T. & S. F. R. R.	ASH ST.	6	"	I. C. R. R.
	C. J. R. R.	" "	6	"	B. & O. C. T. R. R.
	B. & O. C. T. R. R.	" "	6	"	I. C. R. R.
	P. C. C. & ST. L. R. R.	" "	6	"	I. C. R. R.
A. T. & S. F. R. R.	" "	6	"	I. C. R. R.	

* SEE DIAGRAM ON PAGE No 106

OWNERSHIP & RAILROAD CROSSINGS ON THE CHICAGO TERMINAL

District	Name of Road	Station	Mile	Kind	Maintained by
C. M. & N.	C. & I. W. R. R.	I. N. TOWER	8	GRADE	C. & I. W.
	I. N. R. R.	"	8	"	I. C. R. R.
	C. & W. I. R. R.	BELT TOWER	9	"	I. C. R. R.
	C. & I. W. R. R.	" "	9	"	I. C. R. R.
	C. B. & Q. R. R.	BERWYN	11	SUBWAY	
	C. & W. T. R. Y. (ELEC.)	PARKWAY	12	GRADE	C. & W. T. R. Y.
HARLEM BR.	B. & O. C. T. R. R.	NOYING - I. C. OWNERSHIP ENDS AT B. & O. C. T.			R. OF W.
	C. & W. T. R. Y. (ELECTRIC)	ROOSEVELT RD.	14	GRADE	I. C. R. R.
K. & E. R. R.	N. Y. C. & S. T. L. R. R.	HEGEWISCH	19	SUBWAY	
	C. & W. I. R. R.	"	19	"	
	PENN. R. R.	BURNHAM	20	GRADE	I. C. R. R.

OWNERSHIP OF RAILROAD CROSSINGS ON THE CHICAGO TERMINAL



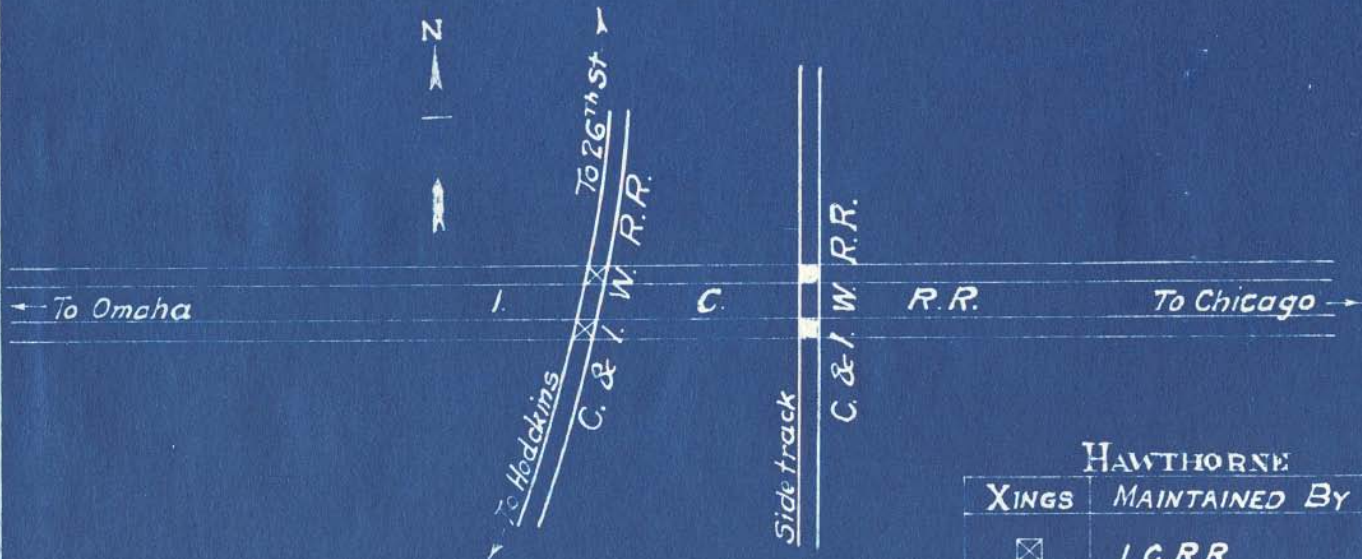
21ST ST. & STEWART AVE.

CROSSINGS	MAINTAINED BY
☒	I.C. 1/2 & AT. & S.F. 1/2
■	I.C. & AT. & S.F. 5/7 & C. & W.I. 2/7



OWNERSHIP OF RAILROAD CROSSINGS ON THE C. & I. W. R. R.

District	Name of Road	Station	Mile	Kind	Maintained By
Western Ave To Hodgkins Ill.	I. C. R. R.	Central Park Ave	2	Grade	C. & I. W. R. R.
" " " " "	I. N. R. R.	" " "	2	"	C. & I. W. R. R.
" " " " "	Belt Ry.	Hawthorne	3	"	C. & I. W. R. R.
" " " " "	M. Jct. R. R.	"	3	"	C. & I. W. R. R.
" " " " "	Chicago & Joliet Ry.	McCook	9	"	C. & I. W. R. R.
" " " " "	Lyons Belt R. R. (Santa Fe)	"	9	"	C. & I. W. R. R.
" " " " "	B. & O. C. T. R. R.	"	10	"	C. & I. W. R. R.
Hawthorne to 26 th St.	I. C. R. R.	Hawthorne	1	"	I. C. R. R. & C. & I. W. R. R. (See Diagram)



HAWTHORNE

XINGS

MAINTAINED BY



I. C. R.R.



C. & I. W. R.R.



ILLINOIS CENTRAL

COURTESY

EFFICIENT

SERVICE

ALWAYS

SYSTEM