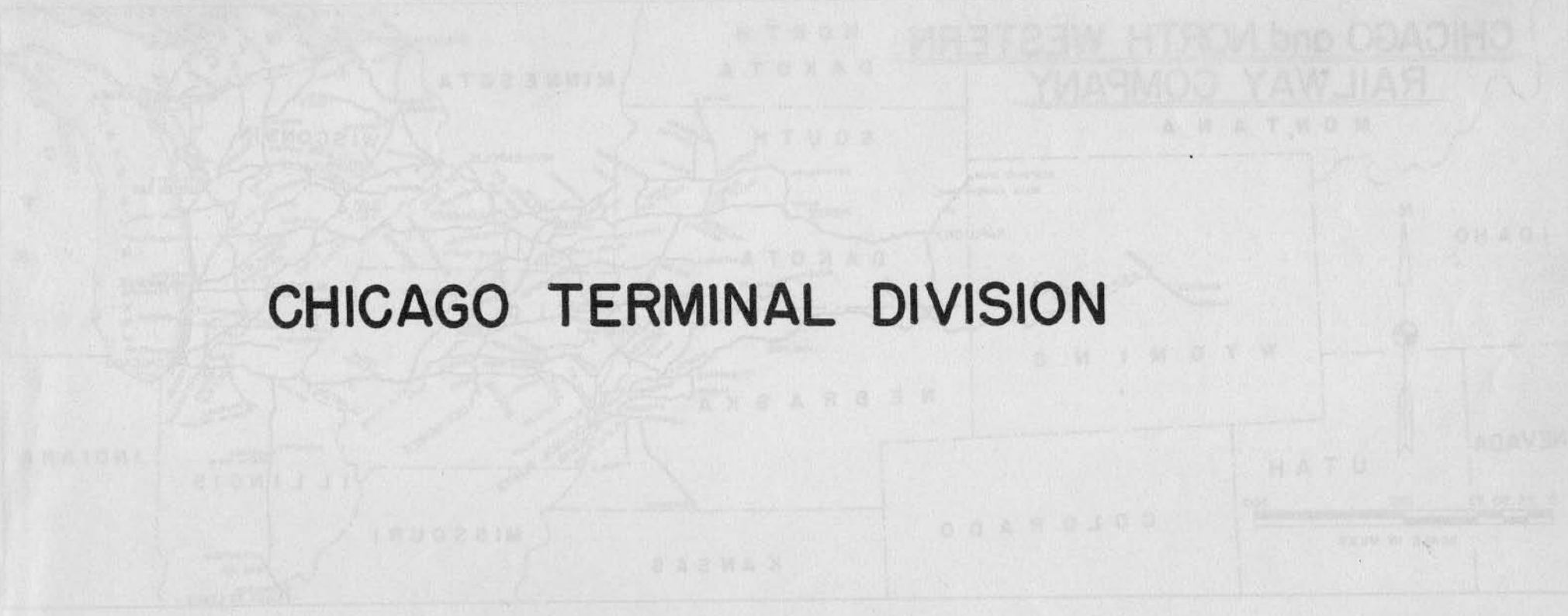
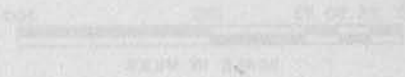
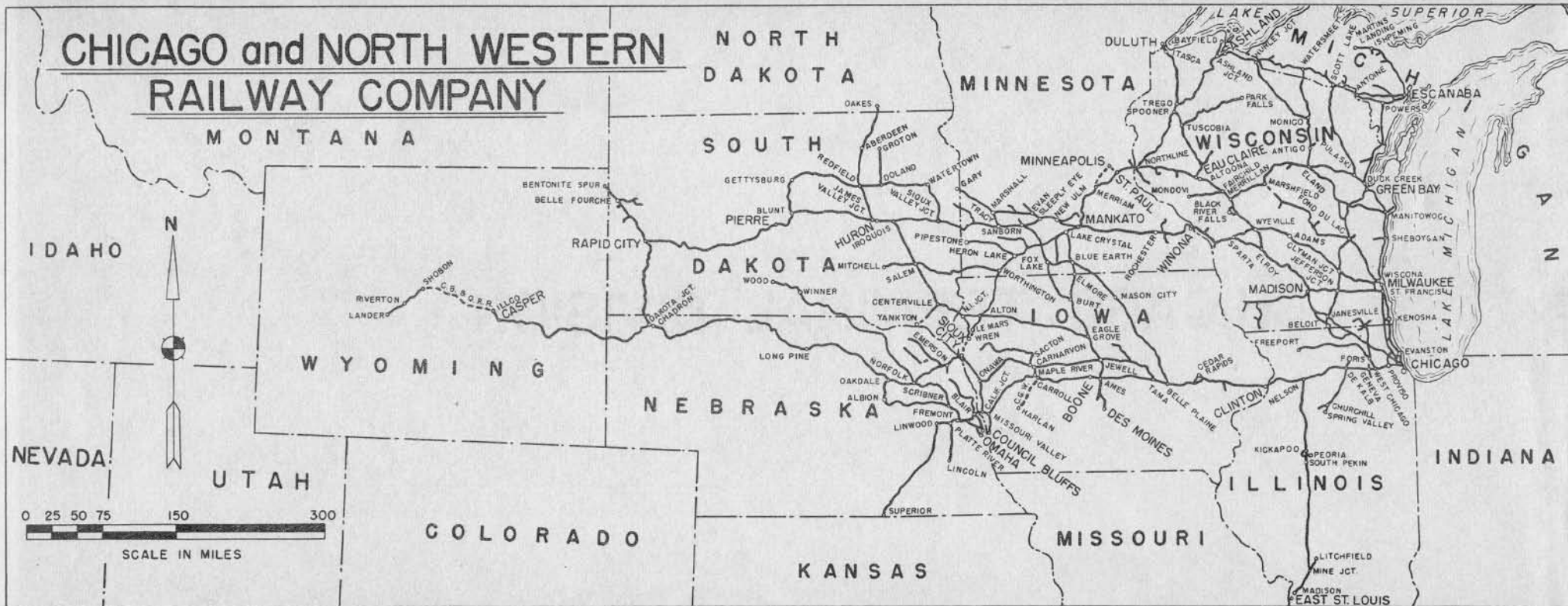


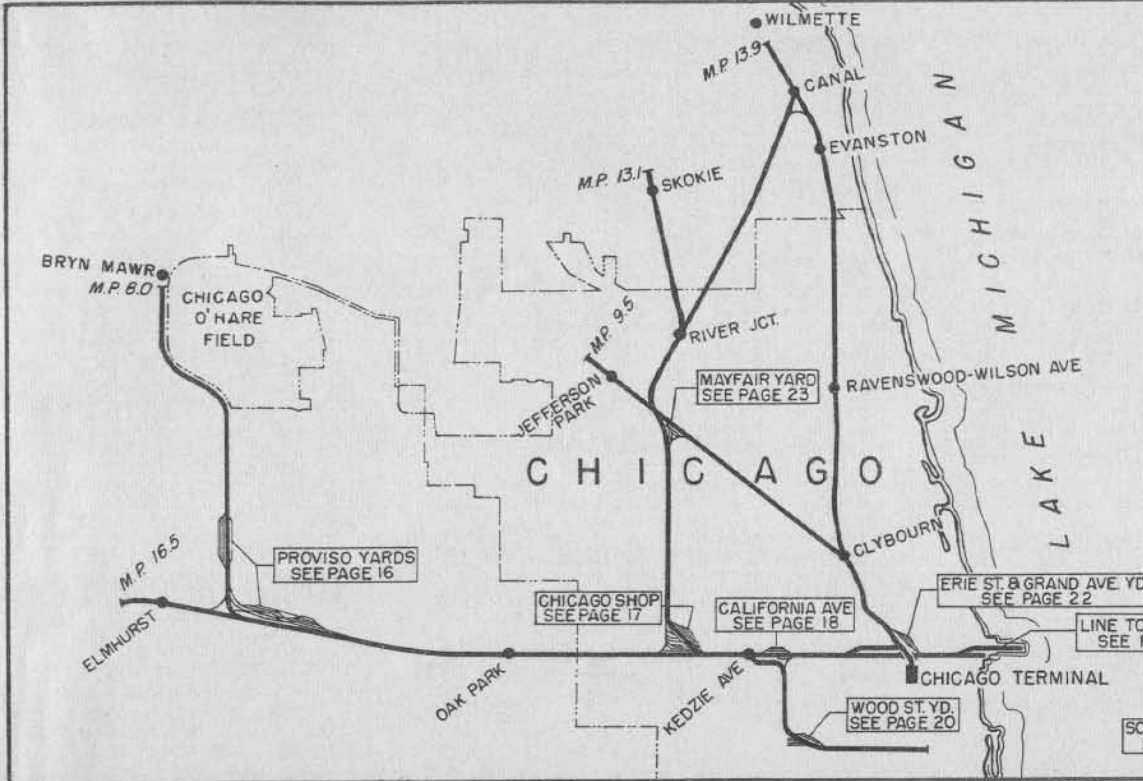
CHICAGO and NORTH WESTERN  
RAILWAY COMPANY

# CHICAGO TERMINAL DIVISION



# CHICAGO and NORTH WESTERN RAILWAY COMPANY

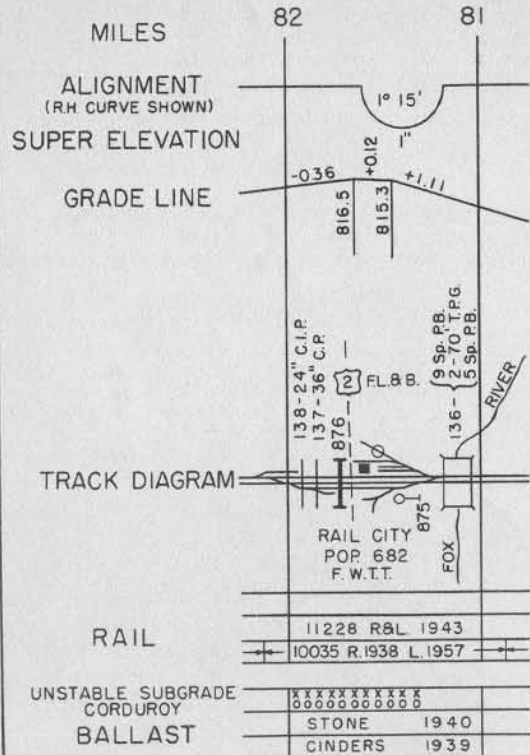




# CHICAGO TERMINAL DIVISION

ELMHURST TO CHICAGO	PAGES	3 TO 5
WILMETTE TO CHICAGO	PAGES	6 TO 8
JEFFERSON PARK TO CHICAGO	PAGES	9 TO 10
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PROVISO YARDS	PAGE	16
CHICAGO SHOPS	PAGE	17
CALIFORNIA AVE. YARD	PAGE	18
LINE TO NAVY PIER	PAGE	19
WOOD ST. YARD	PAGE	20
SO. CHICAGO YARD (Irondale)	PAGE	21
ERIE ST. & GRAND AVE. YARDS	PAGE	22
MAYFAIR YARD	PAGE	23

*NOTE*  
 All old charts showed  
 END of TRACKS in passgr  
 terminal 281 foot behind  
 MP-0



### EXPLANATIONS

- SCALE — HORIZONTAL — 1" = 1 MILE  
 ALSO SHOWN DOUBLE SCALE.  
 VERTICAL — 1" = 100 FEET
- FIGURES ON GRADE LINES ARE % GRADIENTS.  
 FIGURES BELOW GRADE LINES ARE BASE OF RAIL ELEVATIONS IN FEET ABOVE MEAN SEA LEVEL.
- POP — POPULATION (1950 CENSUS)
- SIGNAL BRIDGE
  - SIGNAL MAST
  - 41 — U.S. HIGHWAY 94 — INTERSTATE HWY.
  - 7 — STATE HIGHWAY
  - S.S. — SPRING SWITCH
  - W.W. — AUTOMATIC WIG WAG
  - M.W.W. — MANUAL WIG WAG
  - A.G. — AUTOMATIC GATE
  - M.G. — MANUAL GATE
  - FL. — FLASHER
  - FL.&B. — FLASHER & BELL
  - B. — BELL
  - T.S. — TRAFFIC SIGNAL & BELL (COLOR LIGHTS)
  - F. — DIESEL FUEL OIL STATION
  - W. — DIESEL WATER STA. FOR STEAM GENERATORS
  - T.T. — TURNTABLE
  - Y. — WYE TRACK

### BRIDGE ABBREVIATIONS

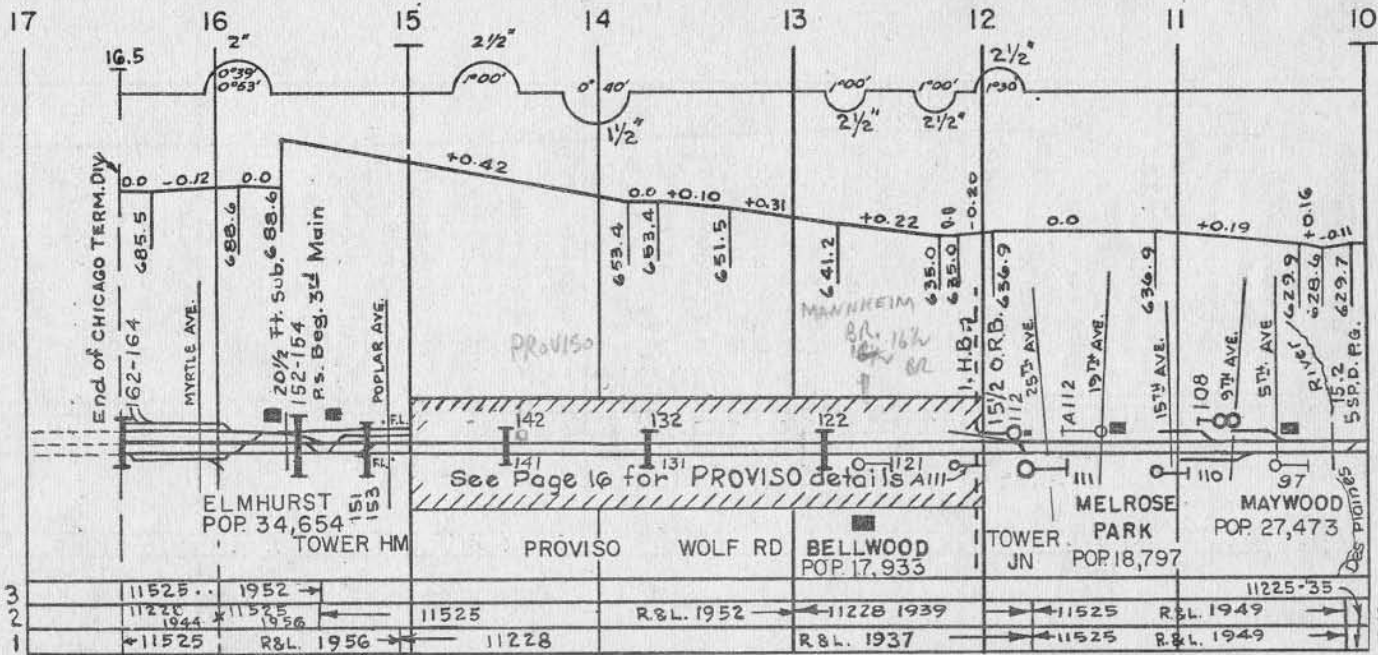
- O.H.B. — OVERHEAD HIGHWAY BRIDGE
- O.F.B. — OVERHEAD FARM BRIDGE
- O.R.B. — OVERHEAD RAILWAY BRIDGE
- O.F.T.B. — OVERHEAD FOOT BRIDGE
- B.C.S. — BALLASTED CONCRETE SLAB
- B.S.P. — BALLASTED STEEL PLATE
- BBKL.P. — BALLASTED BUCKLE PLATE
- I.B. — I-BEAM
- R.G. — RAIL GIRDER
- B.T. — BALLASTED TROUGH
- D.P.G. — DECK PLATE GIRDER
- T.P.G. — THROUGH PLATE GIRDER
- V.P. — VITRIFIED PIPE
- C.I.P. — CAST IRON PIPE
- W.I.P. — WROUGHT IRON PIPE
- G.I.P. — GALVANIZED IRON PIPE
- S.P. — STEEL PIPE
- C.P. — CONCRETE PIPE
- P.B. — PILE BRIDGE
- P.&F.B. — PILE & FRAME BRIDGE
- F.B. — FRAME BRIDGE
- W.S.B. — WOOD STRINGER BRIDGE
- W.B.C. — WOOD BOX CULVERT
- O.W.B.C. — OPEN WOOD BOX CULVERT
- R.C.C. — REINFORCED CONCRETE CULVERT
- R.C.S. — REINFORCED CONCRETE SLAB
- C.&T.R. — CONCRETE & T-RAIL
- C.&I.B. — CONCRETE & I-BEAM
- S.A. — STONE ARCH
- BRK. C. — BRICK CULVERT
- C.A. — CONCRETE ARCH
- D.R.T. — DECK RIVETED TRUSS
- T.R.T. — THROUGH RIVETED TRUSS
- P.R.T. — PONY RIVETED TRUSS
- D.P.T. — DECK PIN TRUSS
- T.P.T. — THROUGH PIN TRUSS

### RAIL ROLLING

SECTION	YEARS
50	1879 ONLY
54	1882 - 1884
56	1881 - 1890
60	1876 - 1910
65	1880 - 1896
67	1890 ONLY
72	1888 - 1925
80	1892 - 1917
9040	1890 - 1910
9030	1906 - 1917
9035	1917 - 1942
10030	1909 - 1912
10035	1912 - 1940
11025	1926 - 1933
10020	1934 - 1941
112	1934 - 1935
112 C.C.	1936 - 1948
115 C.C.	1948 -
132 C.C.	1952 ONLY

### RAIL ABBREV.'S

- R — ROLLED
- L — LAID
- R.&L. — ROLLED and LAID
- USA. — USABLE RAIL
- S.H. — SECOND HAND RAIL
- R.R. — RE-ROLLED RAIL

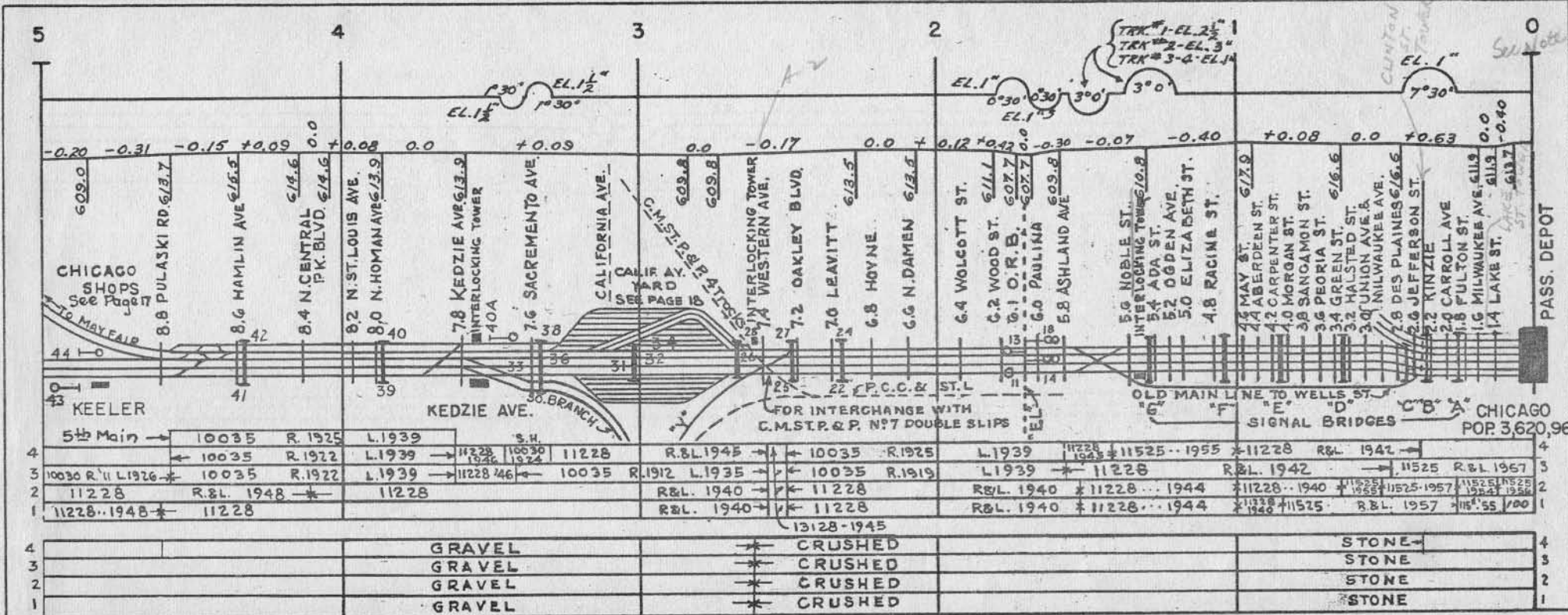


3	11525	1952	→	11225	R&L 1952	←	11228	1939	→	11525	R&L 1949	→	E.B.
2	11228	1944	*	11525			11228	1937	→	11525	R&L 1949	→	W.B.
1	11525			11525			11228			11525			

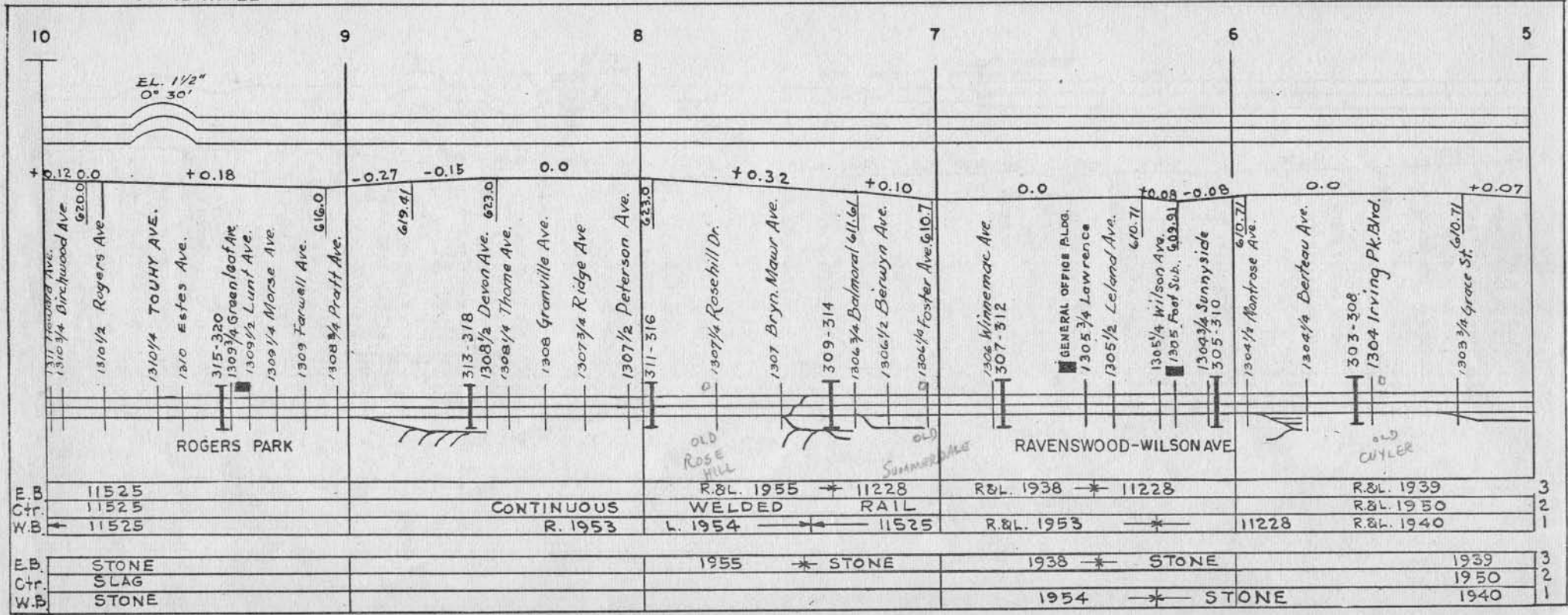
3	STONE	1953											
2	STONE	1950	←	STONE	1953	→				GRAVEL	1947		E.B.
1	SLAG	1957	↔	STONE	1953	→				GRAVEL	1947		W.B.

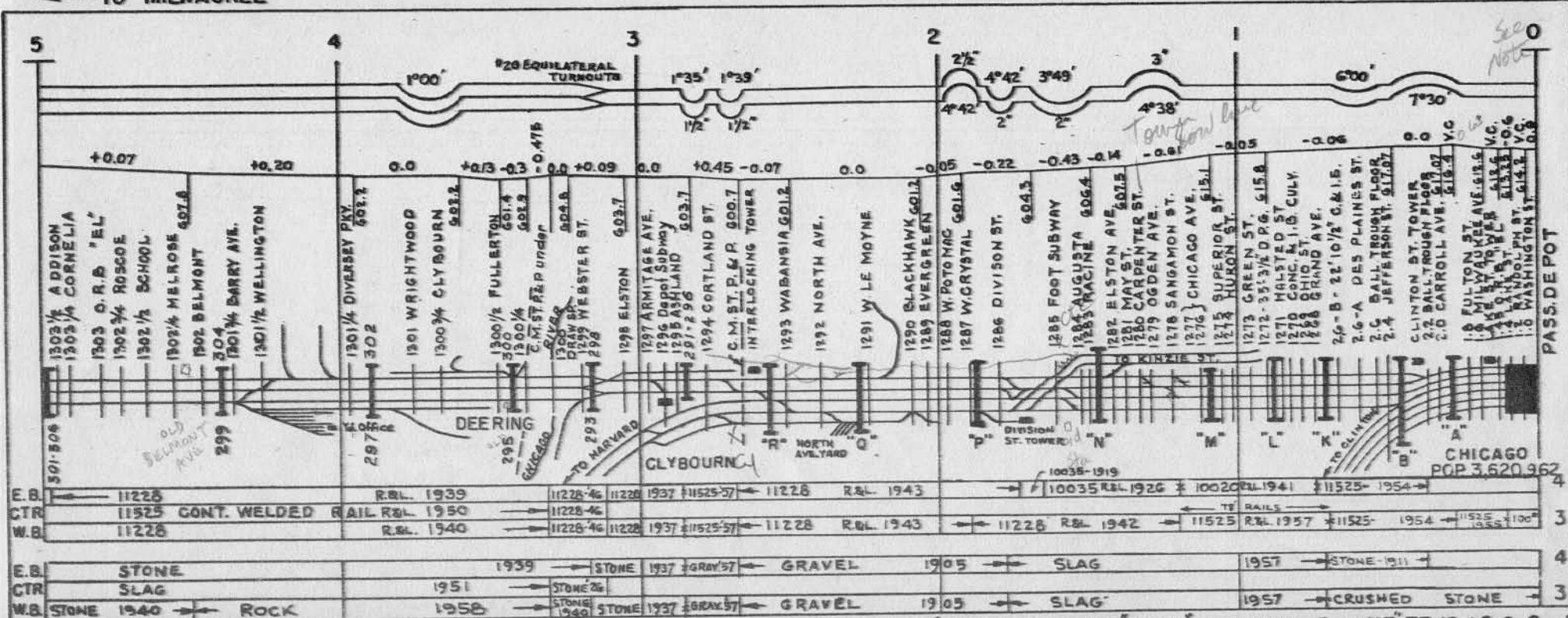












THIS SHEET LAST REVISED MAR. 1, 1988

E.B.	11228	R.R. 1939	11228-46	11228 1937	11525-57	11228	R.R. 1943	10035	R.R. 1926	10020	R.R. 1941	11525	1954
CTR	11525	CONT. WELDED RAIL	R.R. 1950	11228-46									
W.B.	11228	R.R. 1940	11228-46	11228	1937	11525-57	11228	R.R. 1943	11228	R.R. 1942	11525	R.R. 1957	11525-1954
E.B.	STONE	1939	STONE	1937	GRAY 57	GRAVEL	1905	SLAG	1957	STONE-1911			
CTR	SLAG	1951	STONE 26										
W.B.	STONE 1940	ROCK	1958	STONE 1940	STONE 1937	GRAY 57	GRAVEL	1905	SLAG	1957	CRUSHED STONE		

NOTE: THIS SHEET SHOWS RAIL & BALLAST FOR TRKS. 3&4 "MILWAUKEE LINE" FOR "JANESVILLE LINE" TRKS 1&2 See Page 10

10

9.5

9

8

7

6

5

EAST SW. OF M.L. X-OVERS  
END OF TERMINAL DIVISION

1°00' PLATFORM CURVES

1°00' PLATFORM CURVES

-0.50 +0.13 0.0 +0.10 +0.03 0.0 +0.30 +0.40 +0.00 +0.70 +0.13 +0.11 +0.03

634.0 633.0 630.0 627.0 627.0 621.0 615.0 615.0 613.0 606.0

W-11 1/2 FOSTER AVE.  
718

W-11 1/4 CENTRAL AVE.  
716

W-11 MILWAUKEE AVE.  
633.0

W-10 3/4 Foot Subway

W-10 1/2 GALE ST.

W-10 1/4 AINSLIE ST.

W-10 LAWRENCE AVE.  
630.0

W-9 3/4 LAVERGNE

W-9 1/2 WILSON AVE.

W-9 1/4 - 8' x 7' R.C.C.

W-9 - 8' x 6 1/2' R.C.C.

W-8 3/4 - 55' x 3 1/4' I.B.

W-8 1/2 - 57' 11 1/2' x 7' 1/4' - TO EVANSTON

INTER. TOWER 'CO'

W-8 1/4 MONTROSE  
711-714

W-8 R.C.C. Foot Suby

709A-712

W-7 3/4 - R.C.C. Foot Sub

W-7 1/2 KOSTNER

W-7 1/4 LOWELL AVE.  
621.0

INTERLOCKING TOWER

W-7 TRIPP AVE  
710

W-6 3/4 KEELER  
PK. BLVD.

W-6 1/2 IRVING

W-6 1/4 KEDVALE AVE.  
615.0

W-6 PULASKI RD.  
(CRAWFORD AVE.)  
613.0

708

W-CENTRAL PARK AVE

W-5 1/4 ADDISON ST

706

W-5 1/2 KIMBALL

705

W-5 1/4 KEDZIE

W-5 BELMONT

JEFFERSON PARK

C.M. ST. R. & P.

MAYFAIR

KOSTNER AVE. IRVING PARK

No 3	←	11228
No 2	↑	11228
No 1	↑	11228

R.&L.	1947	*	11228
R.&L.	1947	*	11525

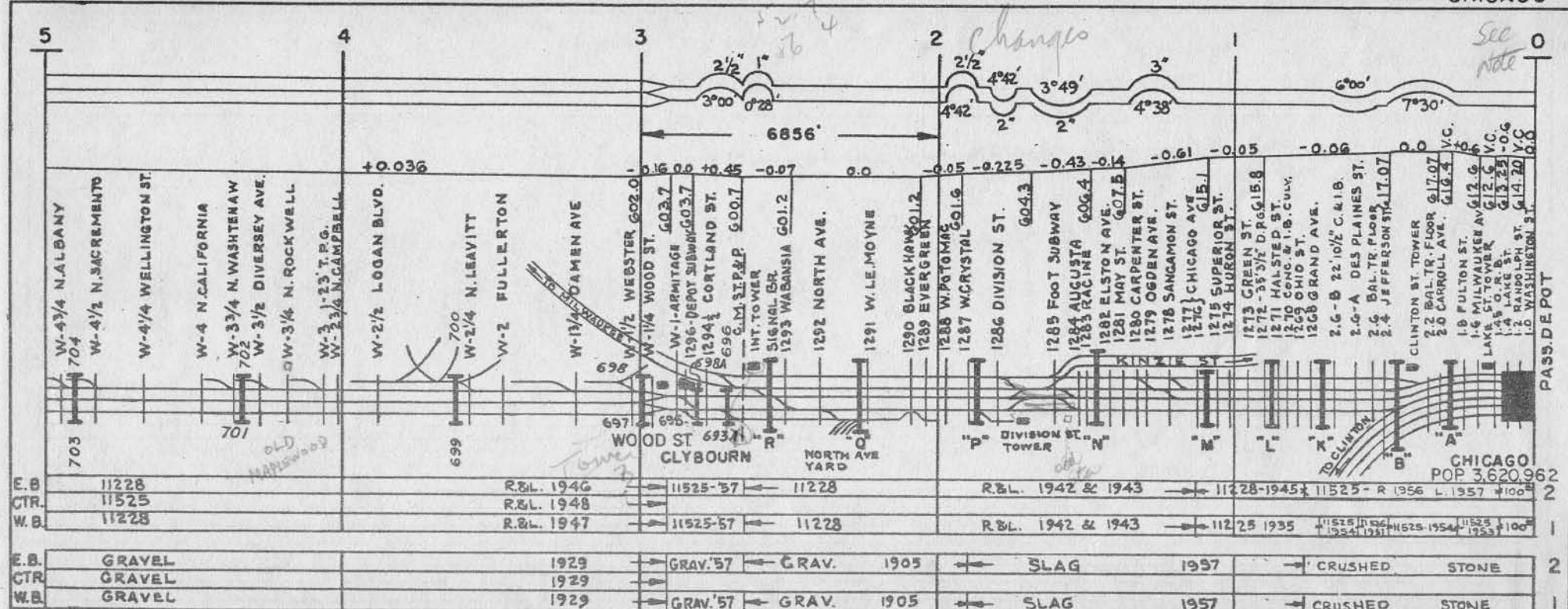
R.&L.	1948	*	11228
-------	------	---	-------

R.&L.	1946	E.B.
R.&L.	1940	CTR.
R.&L.	1947	W.B.

No 3	GRAVEL	1926	←	GRAVEL
No 2	GRAVEL	1926	←	GRAVEL
No 1	GRAVEL	1926	←	GRAVEL

1919	*	GRAVEL
1919	*	GRAVEL
1919	*	GRAVEL

1929	E.B.
1929	CTR.
1929	W.B.



E.B.	11228	R.&L. 1946	11525-57	11228	R.&L. 1942 & 1943	11228-1945	11525-R 1956	L 1957	+100'	2
CTR.	11525	R.&L. 1948								
W.B.	11228	R.&L. 1947	11525-57	11228	R.&L. 1942 & 1943	11225 1935	11525 1936	11525-1954	11525-1953	+100'
E.B.	GRAVEL	1929	GRAV. '57	GRAV.	1905	SLAG	1997	CRUSHED	STONE	2
CTR.	GRAVEL	1929								
W.B.	GRAVEL	1929	GRAV. '57	GRAV.	1905	SLAG	1957	CRUSHED	STONE	1

NOTE: THIS SHEET SHOWS RAIL & BALLAST FOR TRKS. 1 & 2 "JANESVILLE LINE" FOR "MILW. LINE" TRKS. 3 & 4 See Page 8

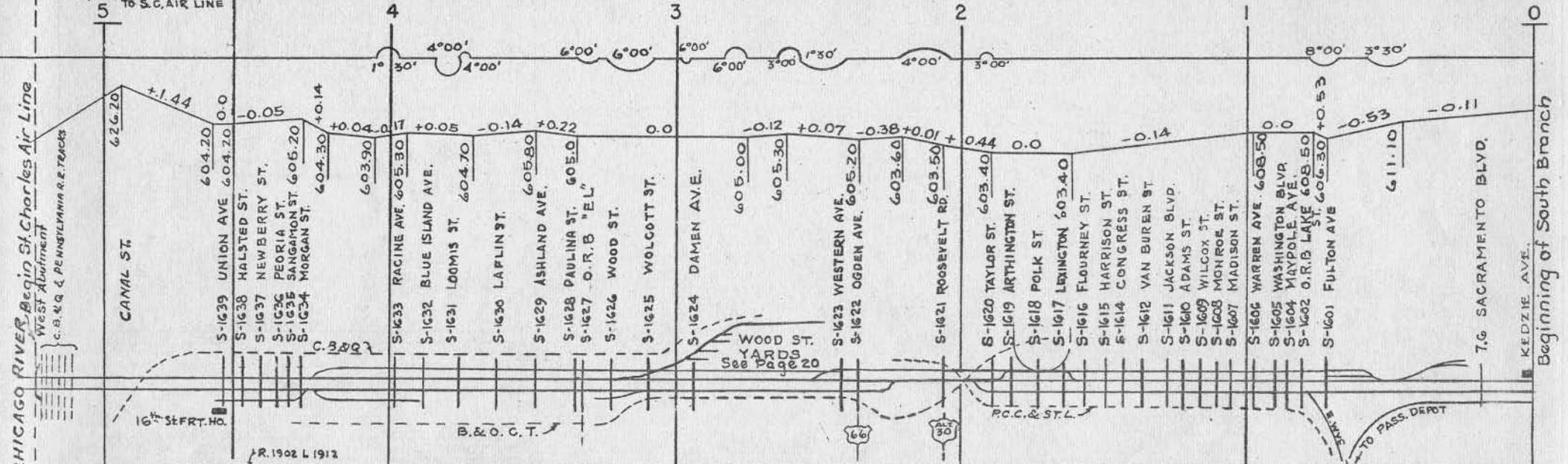
THIS SHEET LAST REVISED MAR. 1, 1989

TO ST. CHARLES AIRLINE CONNECTION

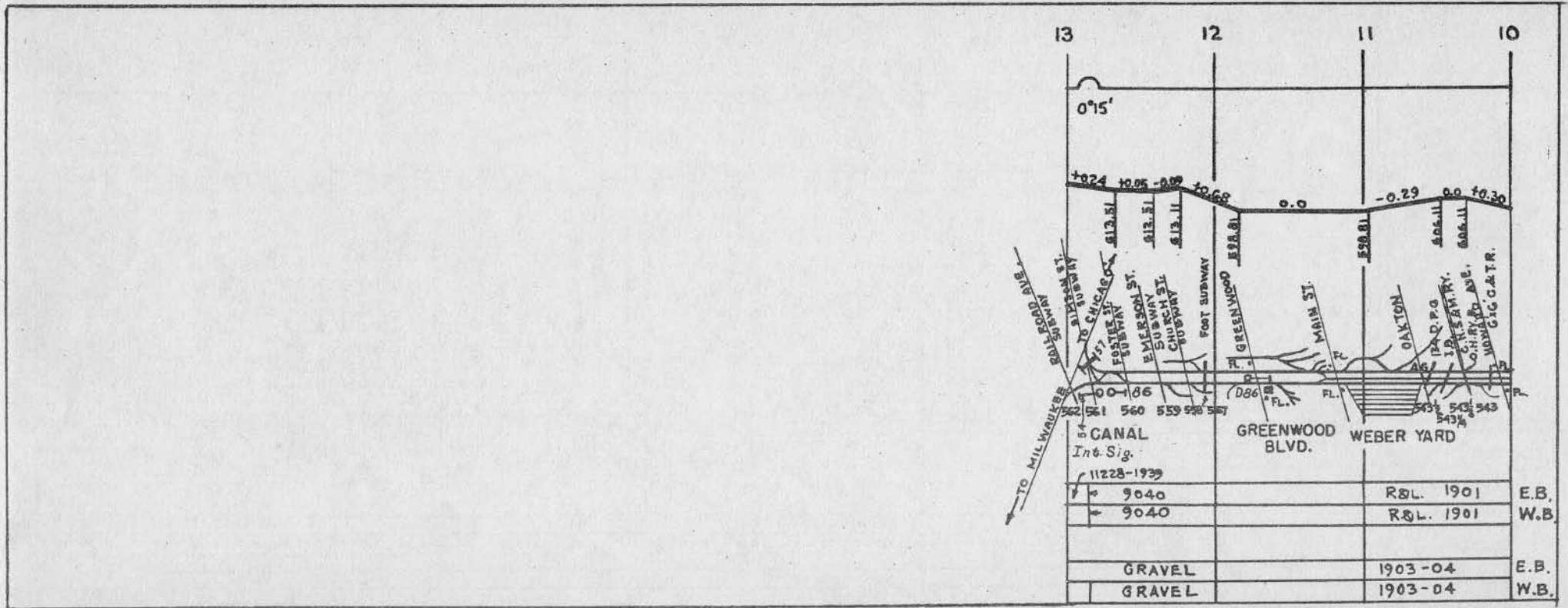
KEDZIE AVENUE

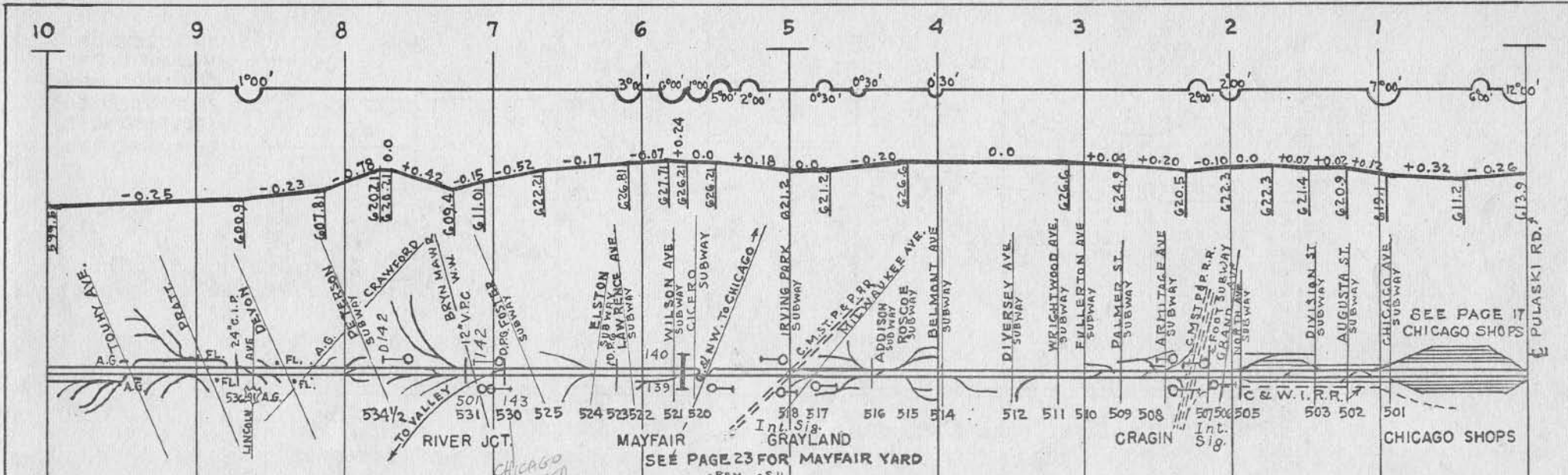
JOINT 50% EACH  
CB&Q & C&N.W.PY. CONN.  
TO S.C. AIR LINE

WHOLLY OWNED BY C.&N.W.RY.



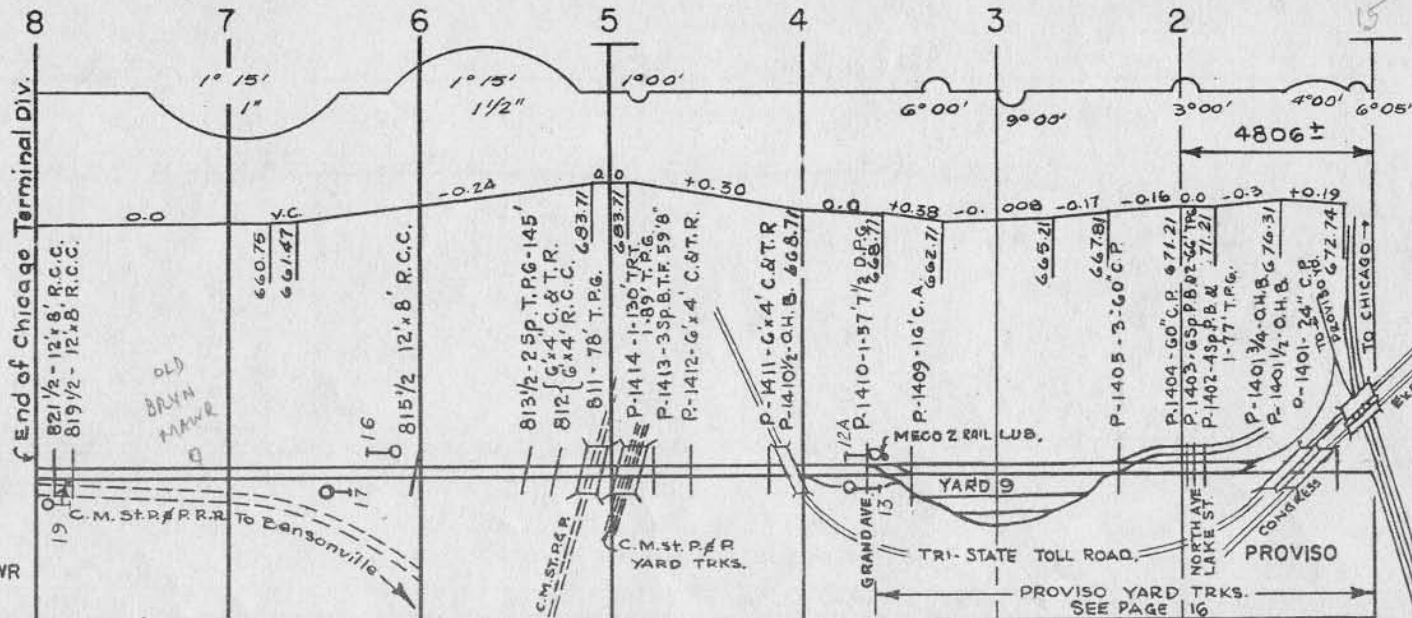
No 1	9040	10035	R. 1912	L. 1935	* 10035	R. VARIOUS	L. 1943	10035	R. 1926	L. 1937	* 11228	R. 1936	L. 1946	11228	W. B.		
No 2	K 10030		R. 1911	L. 1925	* 10035	R. VARIOUS	L. 1943	* 10035	R. VAR.	L. 1924	* 10030(1911)	1924	* 11228	R. 1936	L. 1946	11228 1946	E. B.
	9040-R. 1907	L. 1912															
						GRAVEL											
						GRAVEL											





10020 R'34 L'53	9040	R. & L. 1901-02	10035 R. & L. 1929	9040-1911	10035 (1919)	1928	10035 (1926) 1945	9040 (1903) 1911	E. B.
9040		R. & L. 1901-02	10035 R. & L. 1929	9040	10030 (1909)			1924	W. B.

GRAVEL	1903-04	GRAV. 1943		GRAVEL			1903-04		E. B.
GRAVEL	1903-04	GRAVEL	1928	GRAVEL			1903-04		W. B.



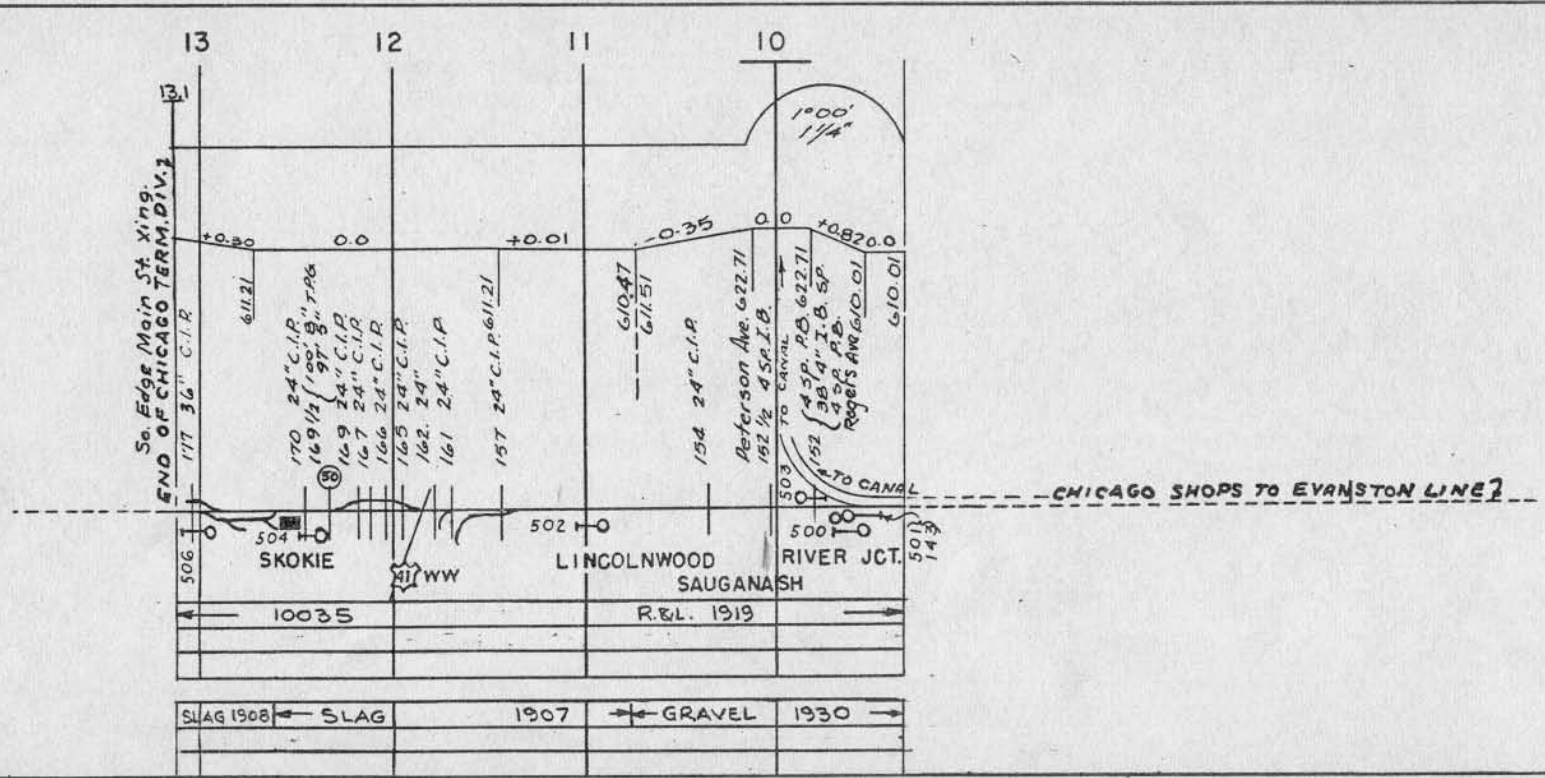
NOTE: ZERO OF MILEAGE IS THE CENTER OF ORIGINAL YARD OFFICE ABOUT 650' WEST OF MANNHEIM RD.

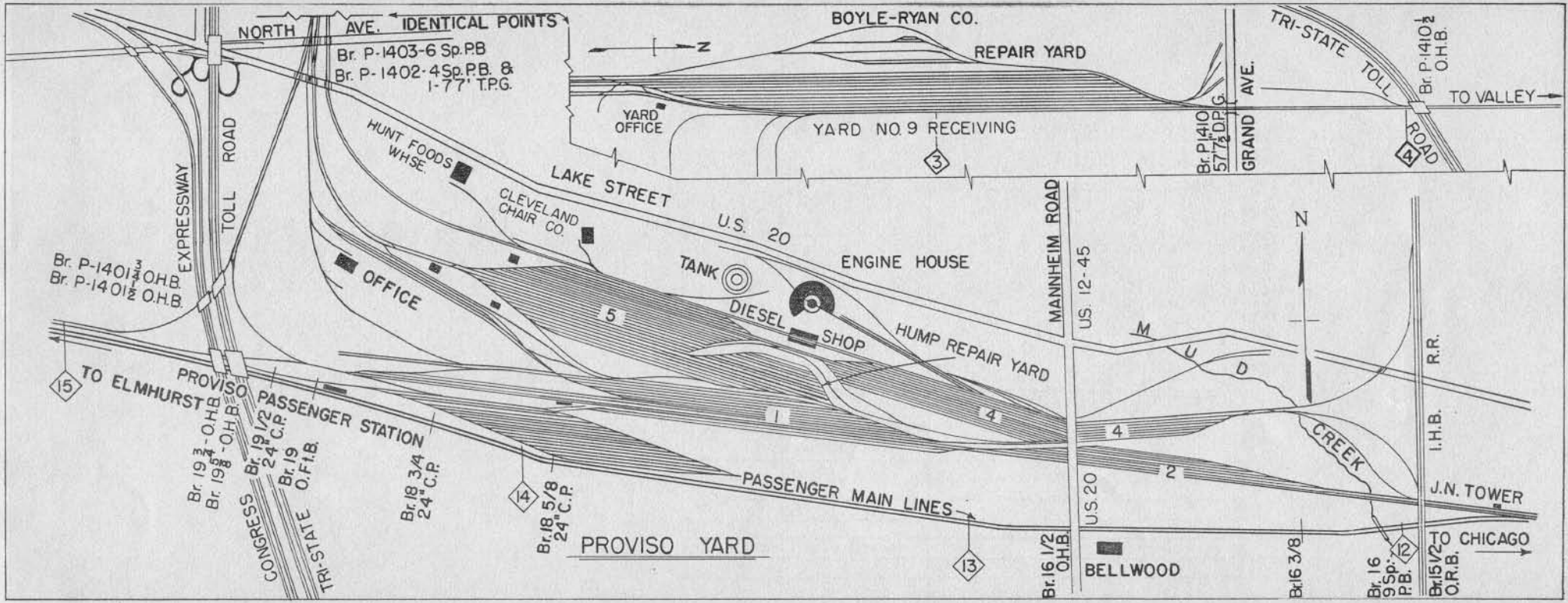
BRYN MAWR

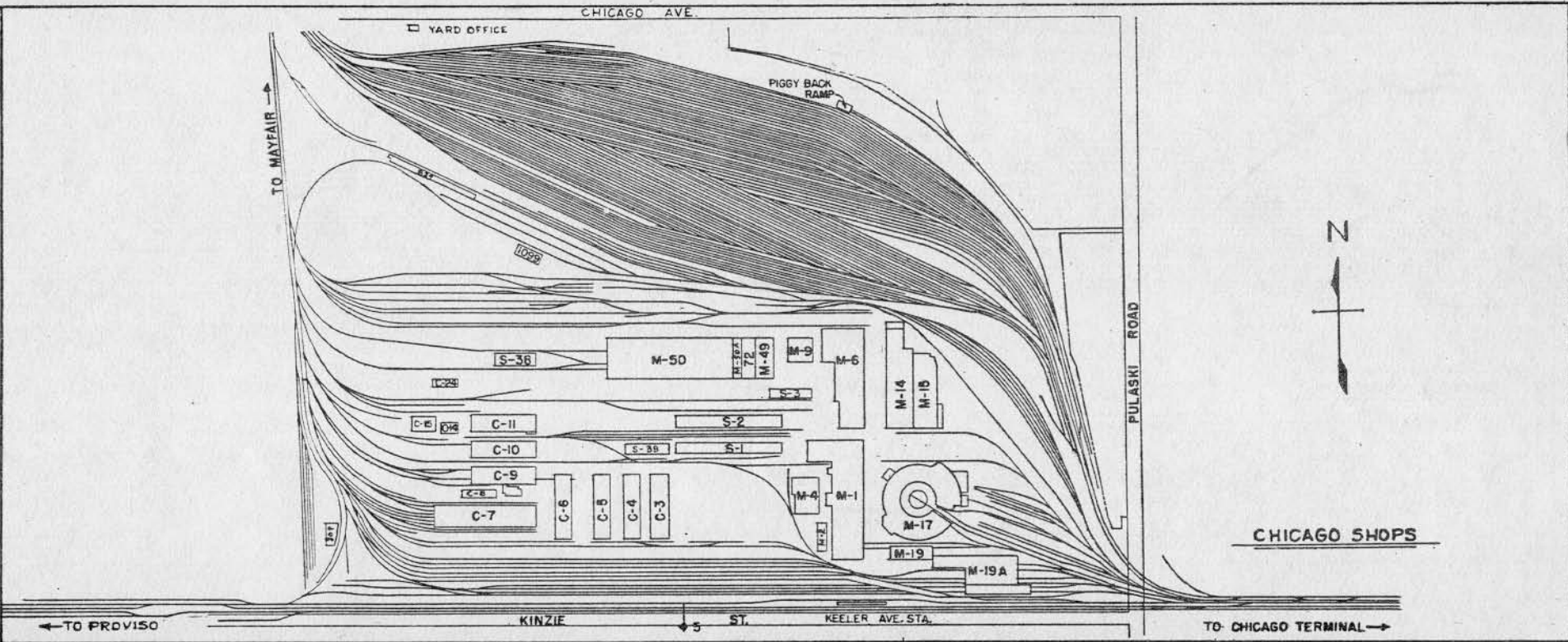
E.B.	13225	R.&L.	1953	→	←	11525	R.&L.	1956	
W.B.	13225	R.&L.	1953	→	←	11525	R.&L.	1956	
E.B.	GRAVEL		1954			GRAVEL		1955	
W.B.	GRAVEL		1954			GRAVEL		1955	

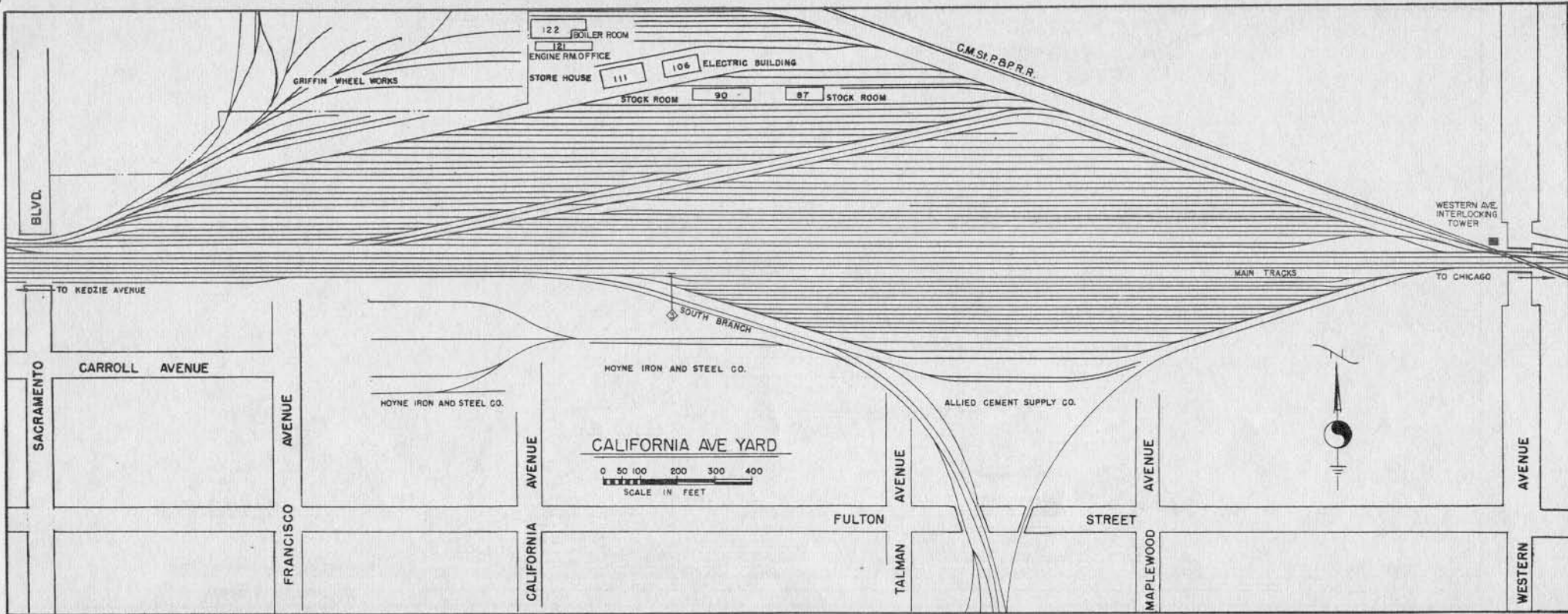
ENLARGED SKETCH OF CONNECTING TRACK-OLD CHART











BLVD.

GRIFFIN WHEEL WORKS

122

BOILER ROOM

121

ENGINE RM OFFICE

STORE HOUSE

STOCK ROOM

90

87

STOCK ROOM

106 ELECTRIC BUILDING

111

CM St P & P R R

WESTERN AVE INTERLOCKING TOWER

MAIN TRACKS

TO CHICAGO

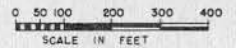
SOUTH BRANCH

HOYNE IRON AND STEEL CO.

HOYNE IRON AND STEEL CO.

ALLIED CEMENT SUPPLY CO.

CALIFORNIA AVE YARD



FULTON STREET

STREET

SACRAMENTO

CARROLL AVENUE

FRANCISCO AVENUE

CALIFORNIA AVENUE

TALMAN AVENUE

MAPLEWOOD AVENUE

WESTERN AVENUE

TO KEDZIE AVENUE

