

NOTICE OF SPECIAL ELECTION
 Notice is hereby given to the voters of the City of Highland Park that a special election will be held in and for said City, on Tuesday, May 18th, 1926, for the purpose of submitting to the voters for their approval or rejection, an ordinance as follows:
AN ORDINANCE AUTHORIZING THE CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY, ITS SUCCESSORS, ASSIGNS, LESSEES, GRANTEES AND/OR LICENSEES TO CONSTRUCT A RAILROAD ACROSS STREETS AND HIGHWAYS IN THE CITY OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HIGHLAND PARK, COUNTY OF LAKE AND STATE OF ILLINOIS:
SECTION 1. GRANT. Permission and authority is hereby given and granted to the Chicago North Shore and Milwaukee Railroad Company (hereinafter called the "Company"), its successors, assigns, grantees, licensees and lessees, jointly and severally to construct, maintain and operate a railroad for a period of fifty (50) years from and after the acceptance by the Company of this ordinance, with not to exceed four (4) main tracks and two (2) switch tracks as the Company may from time to time determine to be necessary and such curves, spurs, sidetracks, switches, sidings, turnouts, connections, yards, supports, columns, girders, stations, shops, sub-stations, conductor lines, contact lines and rails, transmission lines, telegraphs, telephones, signal and other devices as the Company may in like manner from time to time deem necessary for operating its railroad upon and along the following route in the City of Highland Park, County of Lake and State of Illinois, viz:

A line of railroad consisting of not to exceed four (4) main tracks and two (2) switch tracks parallel with the railroad and right-of-way of the Chicago and Northwestern Railway Company and located between that railway and a line drawn parallel thereto and not more than six hundred (600) feet East thereof, and extending from the Southern limits of the City (situated on the line between Cook and Lake Counties) in a Northwesterly direction across the following described land:

- The Southeast Quarter of the Southwest Quarter of Section 35.
- The West Half of the Southwest Quarter of Section 35.
- The Southwest Quarter of the Northwest Quarter of Section 35.
- The East Half of the Northeast Quarter of Section 34.
- The Southeast Quarter of the Southeast Quarter of Section 27.
- The West Half of the Southeast Quarter of Section 27.
- The Southwest Quarter of the Northeast Quarter of Section 27.
- The East Half of the Northwest Quarter of Section 27.
- The Southeast Quarter of the Southwest Quarter of Section 22.
- The West Half of the Southwest Quarter of Section 22.
- The Southwest Quarter of the Northwest Quarter of Section 22.
- All in Township 43 North, Range 12 East, of the Third Principal Meridian, in Lake County, Illinois, to the westerly limits of the City as situated on the west line of said Section 22.

SECTION 2. STREET CROSSINGS. Permission and authority are hereby granted to the Company to construct, maintain and operate the tracks by this ordinance authorized over, along, upon and across such lots, lands and property as the Company now owns or may hereafter acquire by lease, purchase, condemnation or otherwise and over, upon and across all intervening or intersecting streets, alleys, highways and public places now or hereafter within the corporate limits of the City of Highland Park as now or hereafter constituted, at grade, and also to connect, join and unite upon its own right-of-way, its tracks with the tracks of its own or of any other railroad, including street railroads; but no street, alley or public highway shall be occupied longitudinally by any track or tracks authorized by this ordinance.

The crossing of County Line Road shall be at some point to be selected by the Company and the finished grade of the tracks of the Company shall be at the same elevation as the present grade of the tracks of the Chicago and North Western Railway. The grade of the pavement of said highway between the tracks of the Chicago and North Western Railway shall be level, and on the east side of the Company's tracks shall connect with the present highway by a grade or grades of not to exceed five per cent.

The crossing of Clavey road shall be at some point to be selected by the Company and the finished grade of the tracks of the Company shall be at the same elevation as the present grade of the tracks of the Chicago and North Western Railway. The grade and on the east side of the Company's tracks shall connect with the present highway by a grade or grades of not to exceed five per cent.

If and when it is desired by the City of Highland Park to open for public use a highway along the line between Sections 27 and 34 aforesaid, and over and across the right-of-way of the Company, the Company shall, at its own expense grade the approaches and open its right-of-way for a grade crossing, such grades and approaches to be substantially the same as provided herein for the other crossings herein mentioned.

The crossing of Deerfield Avenue shall be at some point to be selected by the Company and the finished grade of the tracks of the Company shall be at such elevation that the grade of the pavement between said tracks and the present tracks of the Chicago and North Western Railway shall not exceed two per cent. The grade of the pavement at the Company's tracks shall, on the east side thereof, be connected with the present highway by a grade or grades of not to exceed five per cent.

The crossing of Deerfield Avenue

shall be at some point to be selected by the Company and the finished grade of the tracks of the Company shall be at the same elevation as the present grade of the tracks of the Chicago and North Western Railway. The grade of the pavement of said highway between the tracks of the Chicago and North Western Railway shall be level and on the east side of the Company's tracks shall connect with the present highway by a grade or grades of not to exceed five per cent.

The crossing of West Park Avenue shall be at some point to be selected by the Company and the finished grade of the tracks of the Company shall be at such elevation that the grade of the pavement between said tracks and the present tracks of the Chicago and Northwestern Railway shall not exceed two per cent. The grade of the pavement at the Company's tracks shall on the east side thereof, be connected with the present highway by a grade or grades of not to exceed five per cent.

At any and all intersecting or intervening streets and alleys within the limits of the approach grades hereinabove described, the grade of the pavement on said approach grades shall be connected with those streets and alleys by grades of not to exceed five per cent.

At those streets and highways herein authorized to be crossed at grade by the tracks of the Company, the Company shall, at its own cost and expense, fully grade the highway between the north and south sides thereof and for the full width of the Company's right-of-way between the east and west lines, extended thereof, to an elevation six inches above the finished grade at the gutter of the pavements in said highways, when said pavements are located.

On all approach grades in said highways beyond the limits of the Company's right-of-way, the Company shall, likewise at its own cost and expense, grade for a width of thirty feet with berms six feet wide on each side sloping to the bottom of the ditch which shall be provided on each side of the approach to carry off storm water. Filling shall be fully provided for future walks between the aforesaid ditches and the lines of the highway within the limits of the approach grades, so that said walks will be six inches higher than the approach grades, upon condition that the City of Highland Park secure the necessary authority for spilling the slopes of such fill upon adjoining property; and where such authority cannot be or is not secured, such fill shall be made to the fullest extent possible without encroachment.

All culverts provided by the Company to carry the storm water in its roadway ditches across the aforesaid highways shall be laid to the full width of the highways and culverts located in the northern and southerly ditches of said highways shall be extended to the easterly line, extended, of the Company's right-of-way. The Company shall construct a ditch on each side of said highways from the easterly line, extended, of its right-of-way, east a sufficient distance to provide suitable outlet for storm water flowing in said ditches.

Adequate lighting shall be provided by the Company at all grade crossings herein authorized.

The Company shall remove all trees, shrubbery and other obstructions from its right-of-way, and from the highways within the limits of its right-of-way, necessary to provide a clear view.

SECTION 3. "T" RAILS; PLANKING AT CROSSINGS. The Company may use "T" rails in the construction of its tracks and shall plank all surface street crossings the width of the street or highway from gutter to gutter and one foot on the outside of its tracks so as to permit vehicles to freely and safely cross the same, and shall install plank sidewalks across its right-of-way at such street crossings when walks leading up to it are provided by the City or property owners and shall keep the width of its right-of-way in all streets and highways crossed by it pursuant to the terms of this ordinance, whether such streets and highways are now or hereafter laid out, in good condition and repair so that vehicles and pedestrians may freely pass at all times during the time the Company shall avail itself of the privileges hereby granted.

SECTION 4. GRADING, SEWERS, DRAINS, ETC. The Company shall have the right to do such excavating and grading as it may deem necessary for the proper laying out of its tracks; also it shall have the right to lay drainage tile or pipe and construct catch basins, and connect said tile, pipe and catch basins with the sewer system of the City of Highland Park; provided that such work shall be done and connections made in accordance with the ordinances of the City of Highland Park, and under the supervision of the City Engineer or other proper officer of said City.

SECTION 5. CONSTRUCTION OF SIDEWALKS AND PAVEMENTS. Whenever sidewalks now exist, or when any sidewalk shall be ordered in that part of the street, streets or public highways across the Company's tracks, it shall be in the manner required by the owners of the property fronting on said streets or highways lay-

ing down similar sidewalks on such streets or highways for the width of its right-of-way, except where planking exists as permitted in this ordinance, and if the Company shall refuse or fail to do so the same may be done by the City and the Company shall pay to the City upon demand the costs thereof.

SECTION 6. ELECTRIC OPERATION. The Company shall have the right to operate its cars by electricity conducted by an overhead trolley, or otherwise, and may construct, lay down and erect within the line of its right-of-way sub-stations, wires, poles and other apparatus necessary for the operation and maintenance of its lines, and may string and maintain over and across the streets, avenues, alleys, highways and public places of the City of Highland Park the necessary wires and transmission lines, including the overhead contact system, consisting of wires suspended from poles, set within the curb lines of the street on either side thereof; but the Company in erecting its poles shall not obstruct driveways or interfere with catch-basins, sewers, drains, gas or water pipes. Said wires shall not be less than nineteen (19) feet above the rail, and may be connected with powerhouse furnishing power for the operation of said road, and with the Company's car shops and yards.

SECTION 7. PARTISIPATORY RIGHTS BY OTHER ELECTRIC RAILROADS. Permission and authority are hereby given and granted to the Company to permit by contract, lease or license, other electric railway companies to operate their cars and trains over the line hereby authorized or any part thereof, provided, while such cars or trains shall be on the line hereby authorized the Company shall be responsible to the City of Highland Park for the operation thereon in the same manner and to the same extent as if such cars and trains were the property of and were operated by the Company. Performance by any grantee, licensee or lessee or obligation by this ordinance imposed upon the Company shall be deemed and taken to be performance by the Company.

SECTION 8. STATIONS. Passenger stations shall be maintained or of which it forms a part, at such points on the Company's line of railroad as it may from time to time select as deemed necessary.

SECTION 9. TIME OF COMPLETION OF TWO MAIN TRACKS OF LINE. The privileges and authorities hereby given are granted upon the express condition that at least two of the main tracks of the railroad herein authorized shall be fully completed and in regular and continuous operation within three (3) years from the date of the acceptance by the Company of this ordinance.

The time during which any legal proceedings shall be pending whereby the Company shall be prevented from or delayed in constructing its railroad, or any part thereof, shall be excluded from the time herein prescribed for the completion of two of the main tracks of said railroad, and shall be allowed to the Company in addition to the time prescribed for the completion thereof; the City of Highland Park, however, shall have and hereby expressly reserves the right to intervene in any suits or proceedings brought by any person or persons seeking to enjoin, restrain, or otherwise interfere with the prosecution of said work of construction, and move for a dissolution of said injunction or restraining order, and for any proper order in such suit in case it shall deem such suit collusive or for the purpose of delay or to extend the time herein prescribed for the completion of said main tracks of said railroad.

SECTION 10. SPECIAL ASSESSMENTS. The Company agrees to pay all special assessments levied against its depot grounds and freight yard property on a parity with other private property affected, for sidewalk, sewer, water and paving; and where it is contiguous thereto the Company will pay one-half the cost for such improvements upon same terms accorded owners of property assessed for such improvements.

SECTION 11. EASEMENT FOR UNDERGROUND IMPROVEMENTS. The Company agrees to permit the City of Highland Park to lay any sewer, water pipes or other public service utilities which are owned, controlled or operated by the City of

Highland Park across the Company's right-of-way without compensation for occupation to the Company.

Nothing herein contained shall impair or abridge the right of said City to dig up or open up any portion of any street intersecting the right-of-way of said Company for the purpose of laying, repairing or taking up sewer, water or other pipes, appurtenances, fixtures or property belonging to the City, but said City shall have such right at all times, and in case of exercising the same, said Company shall, upon reasonable notice, at its own expense, protect the tracks and rights hereby granted and shall in no way interfere with the rights of any other company now existing or hereafter acquired, to lay or construct pipes, mains or conduits, under said tracks at such street intersections, the right to grant such privileges being hereby expressly reserved by said City; provided, however, that any such company shall pay to the Chicago North Shore and Milwaukee Railroad Company, grantee herein, its successors or assigns, the cost of protecting and supporting its tracks and restoring the same to their former condition.

SECTION 12. VIOLATION OF ORDINANCE. In the event that the Company shall at any time be deemed to be in default in the observance or performance of any of the terms and conditions of this ordinance by it to be observed, kept and performed, and such default shall continue for three months after notice in writing thereof by the Council of the City of Highland Park to the Company, the rights and privileges granted to the Company shall cease and determine.

SECTION 13. COVENANT AGAINST LIABILITY. Except in case of the lowering or elevating of Grantee's tracks, as in this Ordinance provided for, said Grantee, its successors or assigns, shall at all times save and keep harmless the City of Highland Park from any and all damages, judgments, decrees and costs connected therewith which may be incurred against said City by reason of the granting of the rights and privileges herein contained, or which may in any way accrue, arise or grow out of the exercise or enjoyment by said Grantee, its successors or assigns, of the rights and privileges hereby granted. The said Grantee, its successors or assigns, shall pay all damages, if any, to owners of property abutting upon any street, road, highway or public grounds upon or over which its road is to be constructed which said owners shall sustain by reason of the operation, location or construction of said road, save in the case of elevating or lowering of tracks, as aforesaid, and shall hold any and all costs, charges, expense and damage resulting from its negligence, or the negligence of its servants in exercising any rights under this ordinance granted, and from all damages, save in the case of the elevating or lowering of tracks, as aforesaid, that shall arise to owners of property by reason of the passage of this ordinance.

SECTION 14. TERM OF GRANT; SUCCESSORS. The rights and privileges hereby granted are for the term of fifty (50) years from the date of the acceptance of this ordinance by the Company as hereinafter provided save that in the event the tracks of the Company are elevated, as herein provided for, then and in such case the period of time for which the rights and privileges for which this ordinance is granted, shall be during the corporate existence of the Company, and its successors or assigns, and any extension thereof.

All such rights and privileges, together with the conditions and agreements in this ordinance contained, shall inure to the benefit of and be binding upon the successors, assigns, grantees, licensees and lessees of the Company, and the City of Highland Park, its successor or successors, respectively.

SECTION 15. SPECIAL ELECTION. Said grantee agrees to pay to the City of Highland Park the cost of printing and publishing this ordinance and all necessary expenses legally incurred by said City in connection with the special election submitted to the voters of the people of said City, as required by law.

SECTION 16. ACCEPTANCE. This franchise and ordinance shall not become effective unless within ninety (90) days after the approval thereof by the voters of said City it is accepted in writing by said Chicago North Shore and Milwaukee Railroad Company or its successors and assigns.

FRANK L. CHENEY, Acting Mayor.
 V. C. MUSSER, Acting City Clerk.
 Filed March 26, 1926.
 Passed April 4, 1926.
 Approved April 3, 1926.

Each of the six several precincts of said City have been created and designated as election district or precinct and the following places have been, by the Council, designated places of election in and for each of said precincts:

- First Precinct - City Hall, 549 Central Avenue.
- Second Precinct - Brand Brothers Store, 530 Central Avenue.
- Third Precinct - Methodist Church, Cor. North Avenue and Lauretta Place.
- Fourth Precinct - H. M. Prior's Office, 27 N. Sheridan Road.
- Fifth Precinct - Illinois Bell Telephone Company Building, 21 So. St. Johns Avenue.
- Sixth Precinct - Mrs. Fred Lindholm's Residence, 1453 Judson Avenue.

The polls of said election will be opened at 7:00 o'clock in the morning and will continue open until 5:00 o'clock in the evening of Tuesday, May 18th, 1926.

By Order of the Council of the City of Highland Park.
 V. C. MUSSER, Acting City Clerk.
 (8-9-10-11)

NOTICE OF SPECIAL ELECTION
 Notice is hereby given to the voters of the City of Highland Park that a Special Election will be held in and for said City, on

TUESDAY, MAY 18th, 1926
 for the purpose of submitting to the voters, the question of the annexation to the City of Highland Park the territory described as follows:

The South half of Section 9, Southeast Quarter of Section 9, Northeast Quarter and East half of Southeast Quarter of Section 17 and all of Sections 16 and 21, all of which is in Township 43 North, Range 12 East of Third Principal Meridian.

Bounded as follows: Beginning at the East Quarter corner of Section 9, Township 43 North, Range 12 East of Third Principal Meridian (said point being the present Northwest corner of the aforesaid City of Highland Park); thence West on the East and West Quarter line of aforesaid Section 9 and on the East and West Quarter line of Section 8, Township and Range aforesaid, to the center of aforesaid Section 8; thence South on the North and South Quarter line of aforesaid Section 8 and on the North and South Quarter line of Section 17, Township and Range aforesaid, to the center of aforesaid Section 17; thence East on the South line of aforesaid Section 17 to the corner of Sections 17-16-21-20, Township and Range aforesaid; thence south on the west line of Section 21, Township and Range aforesaid, to the Southwest corner of aforesaid Section 21; thence East on the South line of Section 21, aforesaid, to the Southeast corner of said Section 21, thence north on the East line of Sections 21, 16 and 9, Township and Range aforesaid, to the place of beginning; all in Lake County, Illinois.

Each of the election precincts of said City be and it is hereby declared and created an election district or precinct; that the voting places in and for each of said precincts shall be as follows:

- First Precinct - City Hall, 549 Central Avenue.
- Second Precinct - Brand Brothers Store, 530 Central Avenue.
- Third Precinct - Methodist Church, Cor. North Avenue and Lauretta Place.
- Fourth Precinct - H. M. Prior's Office, 27 N. Sheridan Road.
- Fifth Precinct - Illinois Bell Telephone Company Building, 21 So. St. Johns Avenue.
- Sixth Precinct - Mrs. Fred Lindholm's Residence, 1453 Judson Avenue.

The polls of said election will be opened at 7:00 o'clock in the morning and will continue open until 5:00 o'clock in the evening of Tuesday, May 18th, 1926.

By Order of the Council of the City of Highland Park.
 V. C. MUSSER, Acting City Clerk.
 (8-9-10-11)

NEWS NOTES

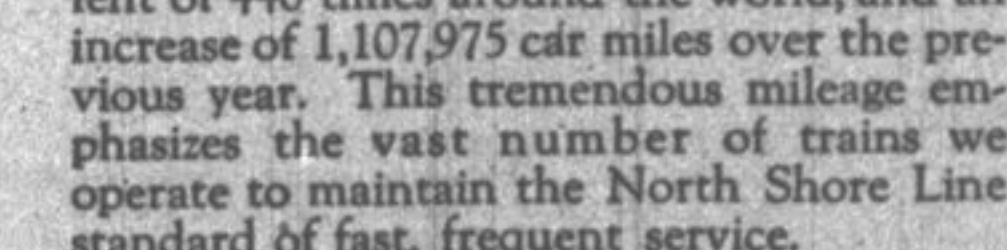
About the North Shore Line

Published by Chicago North Shore & Milwaukee Railroad Co.
 Milwaukee, Wisconsin Week of April 26, 1926 Chicago, Illinois

JUST an example of how we are constantly at work to keep our roadbed at high efficiency: 34,073 ties, costing \$1.80 each, were renewed in 1925; 1,718 tons of 100-pound rail were laid; and 30,902 rail anchors were installed.



HOW far do you suppose the rolling stock of the North Shore Line travels in a single year? Last year, North Shore Line trains operated nearly 11 million car miles—10,989,774 miles to be exact, the equivalent of 440 times around the world, and an increase of 1,107,975 car miles over the previous year. This tremendous mileage emphasizes the vast number of trains we operate to maintain the North Shore Line standard of fast, frequent service.



AN 18-day, 1800-mile trip in a chartered North Shore Line motor coach was made recently by the Chicago Y.M.C.A. College Glee Club. There were stop-overs for programs in 15 leading cities of 5 states. "We are thoroughly sold on motor coach transportation," writes George W. Campbell, Director, "and certainly the North Shore Line knows how to deliver the service."



A BUSINESS man living in Lake Bluff has eaten dinner on North Shore Line dining cars five nights a week for the last two years. That speaks for the excellence of North Shore Line food!



DID you know that parlor-observation car comfort may be enjoyed on North Shore Line Limited trains for only 50c above the regular fare? A number of our Limited trains carry parlor-observation cars every day.

See how automobiles are made! Spend an interesting day in the great motor car factories at Kenosha. Visitors are welcome. Kenosha has 100 factories making a variety of products from hosiery to metal beds. It's an education to visit these great industries. From Kenosha you can take a glorious ride through the country on one of the North Shore Line motor coaches operating regularly from Kenosha to Lake Geneva.

