

*Ordinance No 389*ORDINANCE BILL NO. 5 FOR 1929

A BILL

For an ordinance to amend in certain particulars Ordinance No. 374 passed by the Council on April 10, 1928, entitled, "A bill for an ordinance granting to Linn County Logging and Lumber Railway, its successors and assigns, the right, privilege and franchise to build, construct, maintain and operate a standard gauge railroad, together with poles and wires across, over and upon certain streets within the corporate limits of the City of Lebanon, in Linn County, Oregon, and authorizing the erection, construction and maintenance of all equipment necessary or convenient for the operation thereof, and declaring an emergency", and granting to Oregon Electric Railway Company, its successors and assigns, the right, privilege and franchise to construct, maintain and operate certain railroad tracks and other structures within the corporate limits of the City of Lebanon, in Linn County, Oregon, and authorizing the erection, construction and maintenance of all equipment necessary or convenient for the operation thereof.

THE PEOPLE OF THE CITY OF LEBANON DO ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 374 passed by the Council on the 10th day of April, 1928, is hereby altered, modified and amended as follows:

(a) Section 1 of said Ordinance No. 374 is amended by adding to the description of railroad track therein contained, the following:

Beginning at a point on the center line of "A" Street produced easterly at a distance of 187.42 feet west of the west line of Grove Street, Center Addition to the City of Lebanon, Linn County, Oregon, said point being also on the center line of the Southern Pacific Company's track leading from Lebanon, Oregon, to Woodburn, Oregon, and also being the point of switch of the Oregon Electric Railway Company's center line survey leading from Lebanon, Oregon, to Sweet Home, Oregon, being station 787+34.3 of the Railway center line survey.

Thence through a number 10 turnout to the right, through an angle of 5 degrees and 44 minutes a distance of 90.4 feet to a point of curve; thence southeasterly along the arc of a curve to the right having a radius of 573.14 feet a distance of 99.2 feet to a point on the west line of Grove Street at a distance of 387.1 feet northerly from the northwest corner of the intersection of Grove and Elmore Streets; thence continuing southeasterly on the arc of said curve a distance of 63.5 feet to a point on the east line of Grove Street, said point being on the west line of Block 4 and at a distance of 366.5 feet northerly from the northeast corner of the intersection of Grove and Elmore Streets; thence continuing southeasterly on the arc of said curve a distance of 187.3 feet to a point on the west line of Alley of Block 4, aforesaid, at a distance of 116.2 feet from the north line of said Block 4; thence continuing southeasterly on the arc of said curve a distance of 16.0 feet to a point on the east line of Alley of Block 4, aforesaid, at a distance of 126.8 feet from the north line of said Block 4; thence continuing southeasterly on the arc of said curve a distance of 297.0 feet to a point on the west line of Williams Street, said point being at a distance of 11.5 feet northerly from the northwest corner of the intersection of Elmore and Williams Streets; thence continuing southeasterly on the arc of said curve in Williams Street a distance of 78.2 feet to a point of compound curve, being station 795+65.9, the total central angle of the curve aforesaid being 74 degrees and 7 minutes; thence southeasterly along a decreasing Talbot Spiral to the right, through an angle of 10 degrees a distance of 200.0 feet to a point of tangent, being station 797+65.9, being on the center line of Williams Street and being 238.1 feet southerly from the center line intersection of Elmore and Williams Streets and also being at station 797+65.9 of center line survey of Linn County Logging and Lumber Railway as designated in Ordinance Number 374 dated April 10, 1928.

Section 2. The additional trackage constructed in the location as set forth by paragraph (a) of Section 1 of this Ordinance shall be subject to all of the rights, privileges and franchises as set forth in said Ordinance No. 374 as relating to the descriptions set forth in said Ordinance in Section 1 thereof.

Section 3. Whereas Oregon Electric Railway Company, an Oregon corporation, is the successor in interest of Linn County Logging and Lumber Railway, the grantee of the franchise, rights and privileges granted by said Ordinance No. 374, all of the rights, privileges and franchises granted by said Ordinance No. 374 shall inure to the benefit of said Oregon Electric Railway Company in accordance with the provisions of said Ordinance and for the term therein prescribed, and the rights, privileges and franchises herein granted by the terms of this Ordinance are granted, given and vested by the City of Lebanon, Oregon, in and to said Oregon Electric Railway Company.

Passed by the Council this 2nd July 1929
Approved by the Mayor this 2nd July 1929

attest C. H. Witman
Recorder

H. W. Matricoff
Mayor

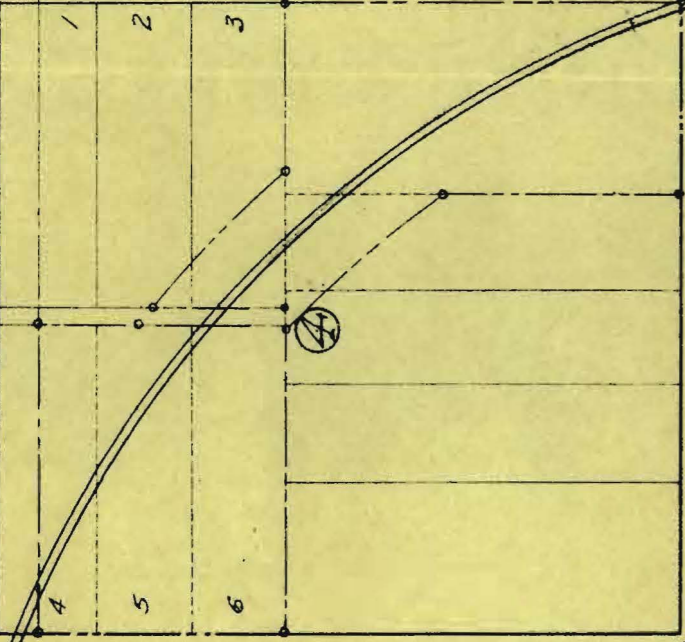
Southern

ST.

ST.

WILLIAMS ST.

To Sweet Home

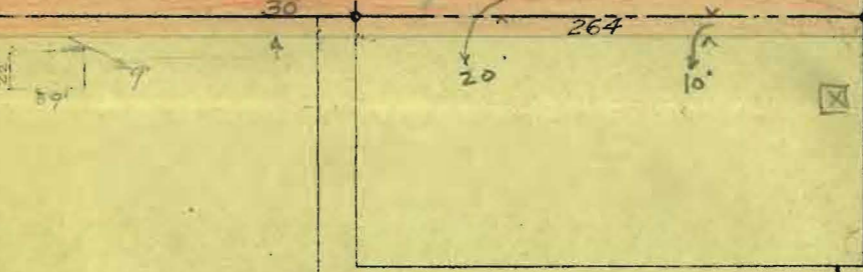


ST.

D-10°06' C
A-70°59'

795+30.8 E.M.C.
AREA Spiral
Δ 13°08'

797+90.8 E.S.



A

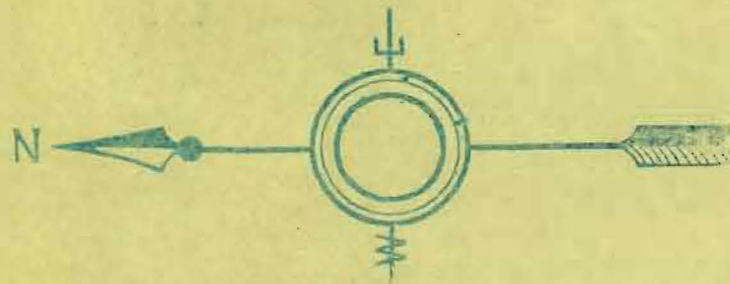
788+280 B.M.C.
Δ-5°44'

787+480-5 P.Br. End
787+410-0 E.H.B.

ELMORE

SEC. 11-T 12 S-R 2 W. W.M.

SEC. 14-T 12 S-R 2 W. W.M.



806+515 E 14 Gate 28 L.T.

MILTON

OREGON ELECTRIC RY.

Lebanon
Office of Chief Engineer
Date 5-26-42 Scale 1"=100'

To Lebanon

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Thence through a number 10 turnout to the right, through an angle of 5 degrees and 44 minutes a distance of 90.4 feet to a point of curve; thence southeasterly along the arc of a curve to the right having a radius of 573.14 feet a distance of 99.2 feet to a point on the west line of Grove Street at a distance of 387.1 feet northerly from the northwest corner of the intersection of Grove and Elmore Streets; thence continuing southeasterly on the arc of said curve a distance of 63.5 feet to a point on the east line of Grove Street, said point being on the west line of Block 4 and at a distance of 366.5 feet northerly from the northeast corner of the intersection of Grove and Elmore Streets; thence continuing southeasterly on the arc of said curve a distance of 187.3 feet to a point on the west line of Alley of Block 4, aforesaid, at a distance of 116.2 feet from the north line of said Block 4; thence continuing southeasterly on the arc of said curve a distance of 16.0 feet to a point on the east line of Alley of Block 4, aforesaid, at a distance of 126.8 feet from the north line of said Block 4; thence continuing southeasterly on the arc of said curve a distance of 297.0 feet to a point on the west line of Williams Street, said point being at a distance of 11.5 feet northerly from the northwest corner of the intersection of Elmore and Williams Streets; thence continuing southeasterly on the arc of said curve in Williams Street a distance of 78.2 feet to a point of compound curve, being station 795 plus 65.9, the total central angle of the curve aforesaid being 74 degrees and 7 minutes; thence southeasterly along a decreasing Talbot Spiral to the right, through an angle of 10 degrees a distance of 200.0 feet to a point of tangent, being station 797 plus 65.9, being on the center line of Williams Street and being 238.1 feet southerly from the center line intersection of Elmore and Williams Streets and also being at station 797 plus 65.9 of center line survey of Linn County Logging and Lumber Railway as designated in Ordinance Number 374 dated April 10, 1928.

Section 2. The additional trackage constructed in the location as set forth by paragraph (a) of Section 1 of this Ordinance shall be subject to all of the rights, privileges and franchises as set forth in said Ordinance No. 374 as relating to the descriptions set forth in said Ordinance in Section 1 thereof.

Section 3. Whereas Oregon Electric Railway Company, an Oregon corporation, is the successor in interest of Linn County Logging and Lumber Railway, the grantee of the franchise, rights and privileges granted by said Ordinance No. 374, all of the rights, privileges and franchises granted by said Ordinance No. 374 shall inure to the benefit of said Oregon Electric Railway Company in accordance with the provisions of said Ordinance and for the term therein prescribed, and the rights, privileges and franchises herein granted by the terms of this Ordinance are granted, given and vested by the City of Lebanon, Oregon, in and to said Oregon Electric

Affidavit of Publication

STATE OF OREGON, }
County of Linn, } ss.

I, G. L. Alexander, being first duly sworn, depose and say that I am the business manager of The Lebanon Express, a newspaper of general circulation, printed and published in the aforesaid county and state, as defined in Section 58, Oregon Laws, that Ordinance Bill No. 5 for 1929, a bill for an ordinance to amend in certain particulars Ordinance No. 374, passed by the City Council of Lebanon, Oregon, on April 10, 1928,

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two successive and consecutive weeks in the following issues: June 5th and 12th, 1929.

G. L. Alexander

Subscribed and sworn to before me this 2d day of July, 1929

Harvey A. Wright

Notary Public for Oregon.

(My commission expires October 17, 1931).

acted by the City of Lebanon, Oregon, in and to said Oregon Electric Railway Company.

I, C. H. Witman, Recorder of the City of Lebanon, Linn County, Oregon, do hereby certify that the foregoing is a full, true and correct copy and transcript of Ordinance Bill No. 5 for 1929, now in my official care and custody, and of the whole thereof; that said Ordinance Bill was read the first and second times at a regular meeting of the Council of said City of Lebanon, held on the 21st day of May, 1929, and at a meeting of said Council held on May 28, 1929, said Ordinance Bill was ordered published pursuant to the provisions of the Charter of the City of Lebanon, and the first publication will be on June 5, 1929, and second publication thereof will be on June 12, 1929. Said Ordinance Bill will be read for the third time and placed upon its final passage at the regular meeting of the Council of the City of Lebanon on July 2nd, 1929.

Witness my hand and official seal this 29th day of May, 1929.

(SEAL) C. H. WITMAN,
Recorder of the City of Lebanon,
Oregon.