



Exclusive S.P. & S.

Exhibit A

Union telegraph track - On 6" 630 V.R. N. maintained by S.P. & S.

APPROVED

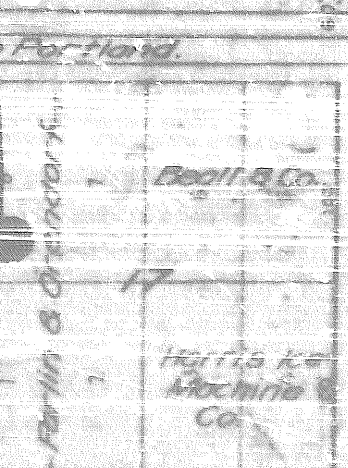
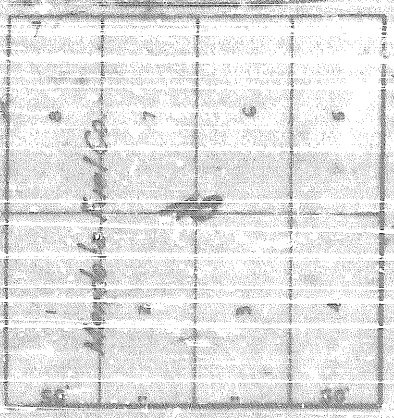
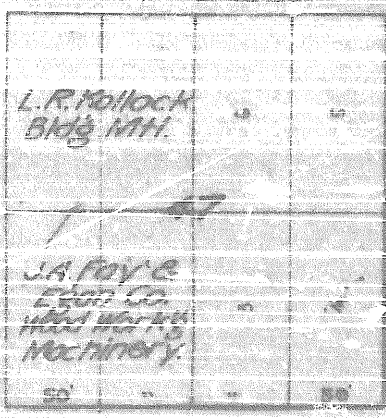
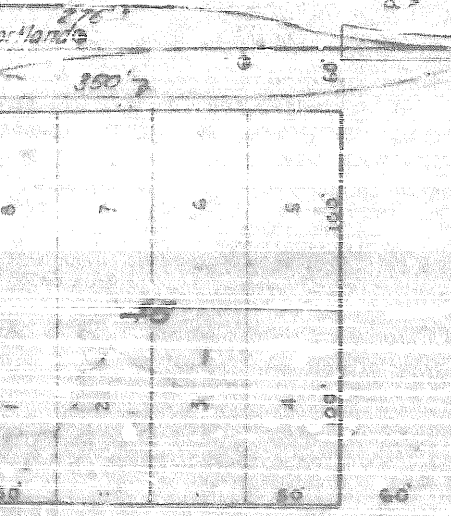
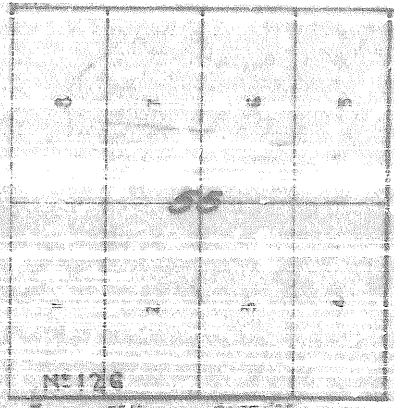
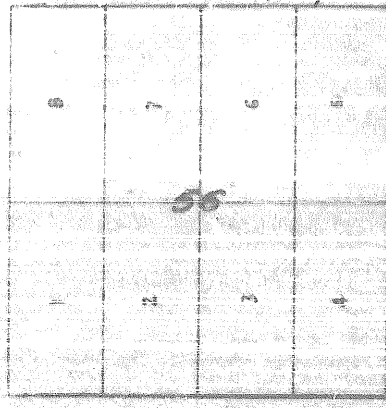
JUL 29 1940

By *Benjamin*  
City Engineer

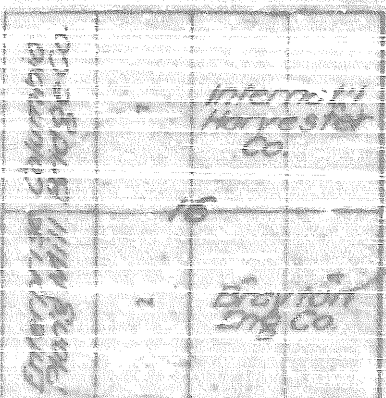
195' 50"

2 in 18" dia. pipe

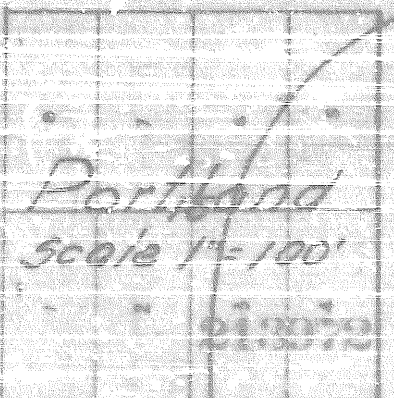
Plank CROSSING  
W.D. 8494 9-3-37



YAMHILL



SETAYLOR



SALMON

An Ordinance granting a revocable permit to the Oregon-Washington Railroad & Navigation Company, and its lessee, Union Pacific Railroad Company, 828 Pittock Block, their successors, lessees and assigns, to construct, equip, maintain and operate an industrial spur track of standard gauge in the westerly side of S.E. 3rd Ave. from a point 40 feet south of the south line of S.E. Taylor St. to approximately 100 feet north of the north line of S.E. Taylor St., and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. That a revocable permit be and the same is hereby granted to the Oregon-Washington Railroad & Navigation Company, and its lessee, Union Pacific Railroad Company, their successors, lessees and assigns (hereinafter referred to as the grantees) to construct, equip, maintain and operate an industrial spur track of standard gauge in the westerly side of S.E. 3rd Ave. from a point 40 feet south of the south line of S.E. Taylor St. to a point approximately 100 feet north of the north line of S.E. Taylor St. in the City of Portland, Multnomah County, Oregon, the center line of said spur track being more particularly described as follows:

Beginning at a point in the center line of S.E. 3rd Ave. industrial lead track which point is common with the center line of S.E. 3rd Ave., and which point is 40 feet south of the south line of S.E. Taylor St.; thence northwesterly through a #5 turnout to the left a distance of 72.75 feet; thence on a curve having a radius of 206.678 feet to the right a distance of 40.7 feet; thence northerly parallel to and 14.7 feet distant from the center line of S.E. 3rd Ave. a distance of 81.55 feet to the end of the spur.

Section 2. The grantees shall file in quadruplicate with the City Engineer complete plans showing the exact location within the street lines of all proposed work and no work hereunder shall be done until the City Engineer shall have approved same, one of the copies of the plan so to be approved to be returned to the said grantees.

All work shall be done in a good and substantial manner and to the satisfaction of the City Engineer.

Section 3. This permit is conditioned that the grantees will at their own cost and expense during the exercise of the privileges hereby granted pave, repave,

repair or otherwise improve, maintain and adjust in like manner or as directed by the City Engineer any part or parts of the roadway and sidewalk area as well as catch basins, inlets, underground construction, and any other construction within the street lines which by the reason of the laying of the above mentioned tracks shall in the opinion of the City Engineer require repairs, adjustments or construction. The grantees shall pay to the City any additional costs of construction, reconstruction, altering, repairing or maintaining any municipal utility now existing or which may hereafter be built caused by the construction and maintenance of said spur tracks and appurtenances, the equitable amount of such costs to be determined by the City Engineer.

The grantees shall fill in to the established grade, plank, pave, repave, reconstruct, or otherwise improve or repair and keep in good condition from time to time whenever and in the manner directed by the City of Portland, those portions of the street between the rails of the above mentioned tracks, and those portions outside of the rails extending to the ends of cross-ties, provided, that in no case shall the portion outside of the rails be less than one (1') foot in width, measured from the outside of the rail.

Section 4. This permit is granted upon the condition that the grantees shall allow any other company, including any municipal belt line or commercial railroad that may hereafter be authorized, operated or maintained by the City of Portland, and including railroad companies operating engines, locomotives or cars by electrical current, steam or gas power, to use in common with the grantees the tracks herein authorized to be laid upon obtaining the consent of the Council of the City of Portland expressed by ordinance or by the people by the initiative, each user paying a proper and equitable proportion of the cost of construction and repair of the tracks so used jointly.

Section 5. This permit so granted to the said Oregon-Washington Railroad and Navigation Company, and its lessee, Union Pacific Railroad Company, by this ordinance shall not in any manner interfere with or prevent the City of Portland from granting permits or franchises to other corporations or individuals for the construction of other tracks crossing the tracks which may be constructed under this ordinance, and for the maintenance and operation of said other tracks.

Section 6. The permit hereby granted is revocable at any time at the pleasure of the Council of the City of Portland, and no expenditure of money thereunder, or lapse of time, or other act or thing shall operate as an estoppel against the City of Portland or be held to give the grantees any vested or other rights.

Upon revocation, the grantees shall within thirty (30) days remove all tracks and appurtenances constructed under said permit, and shall put those portions of the streets affected by such removal in a condition as good as are the adjoining portions of said street at the time of removal; all to be done as directed by and to the satisfaction of the City Engineer.

Section 7. This ordinance shall not exempt the grantees from taking out licenses or permits required by any existing ordinances for any operation or construction carried on under the permit hereby granted.

Section 8. The permit hereby granted shall not become effective until there is filed by the grantees with the City Auditor a document satisfactory to the City Attorney accepting the terms and conditions hereof.

Section 9. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that switching facilities may be provided for an important local industry with the least possible delay; therefore, an emergency is hereby declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council AUG 1 1940

R. E. RILEY

PRESIDENT OF THE COUNCIL AND

Mayor of the City of Portland

ATTEST:

*Will E. Gibson*

Auditor of the City of Portland

Com'r Bowes

LEB



3764

## ORDINANCE NO. 74135

An Ordinance granting a revocable permit to the Oregon-Washington Railroad & Navigation Company, and its lessee, Union Pacific Railroad Co., 828 Pittock Block, their successors, lessees and assigns, to construct, equip, maintain and operate an industrial spur track of standard gauge in the westerly side of S.E. 3rd Ave. from a point 40 feet south of the south line of S.E. Taylor St. to approximately 100 feet north of the north line of S.E. Taylor St., and declaring an emergency.

APPROVED

JUL 29 1940  
By L. G. Apperson  
Chief of Bureau of  
Construction

4/5

WAB  
JKC  
LWH  
RER  
RCC  
J

Bowes

APPROVED

JUL 29 1940  
By Ben S. Morrow  
City Engineer

THE FOLLOWING IS THE OFFICIAL VOTE ON THE FOREGOING ORDINANCE		
	YEAS	NAYS
BENNETT	1	
BOWES	1	
CLYDE	1	
RILEY	1	
CARSON		

AUG 2 1940

Filed

*Will C. Gibson*

Auditor of the CITY OF PORTLAND

ELBERT G. ROFF

By \_\_\_\_\_ Deputy