

5114

20793

All those portions of Lots 1 and 2, Section 1, lying Southwesterly of the Midland-Mack Store Highway as now constructed and in use, in Township 40 South, Range 8 East of the Willamette Meridian.

The S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 1, Township 40 South, Range 8 East of the Willamette Meridian.

Lots 3, 4 and 9 of Section 1, SAVING AND EXCEPTING that portion of the A. H. Patterson, Sr. property described in deed recorded in Book 199 page 113, which lies Northerly and Easterly of the Northeast boundary of the New North Canal of the Klamath Drainage District and SAVING AND EXCEPTING THEREFROM that portion conveyed to State of Oregon by deed dated May 23, 1947, recorded June 3, 1947 in Deed Book 207 page 156, records of Klamath County, Oregon.

All that portion of Lot 6, Section 1, lying Easterly of the Central Pacific Railway Company right of way, SAVING AND EXCEPTING that portion thereof lying Northerly of the Midland-Mack Store Highway and having been conveyed to Arthur Neil Phipps, et al, by deed dated March 14, 1950, recorded March 17, 1950, in Book 237 page 387, Deed Records of Klamath County, Oregon, and ALSO SAVING AND EXCEPTING that portion thereof conveyed to Klamath County by deed dated April 21, 1934, recorded September 19, 1934, in Deed Book 103 page 506 Records of Klamath County, Oregon, and ALSO SAVING AND EXCEPTING therefrom the portion conveyed to the State of Oregon by deed dated May 31, 1947, recorded June 25, 1947, in Book 208 page 87, Deed Records of Klamath County, Oregon.

Those portions of Lot 7, the NE $\frac{1}{4}$ SW $\frac{1}{4}$ , and the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 1, lying Easterly of the Central Pacific Railway Company right of way SAVING AND EXCEPTING from said Lot 7 that portion conveyed to the State of Oregon by deed dated May 31, 1947, recorded June 25, 1947, in Book 208 page 87, Deed records of Klamath County, Oregon.

All of Lots 5 and 8, and the SW $\frac{1}{4}$ SE $\frac{1}{4}$  and SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 1.

IN SECTION 11:

That portion of the E $\frac{1}{2}$ SE $\frac{1}{4}$  lying Easterly of the Central Pacific Railroad right of way.

IN SECTION 12:

All that portion of Section 12 lying Easterly of the Central Pacific Railroad right of way.

IN SECTION 13: ALL.

IN SECTION 14:

That portion of the E $\frac{1}{2}$  lying Easterly of the Central Pacific Railroad right of way.

Exhibit A-2

IN TOWNSHIP 40 SOUTH, RANGE 9 EAST OF THE WILLAMETTE MERIDIAN

IN SECTION 6:

That portion of the SW $\frac{1}{4}$ SW $\frac{1}{4}$  lying Southwesterly of the New North Canal of the Klamath Drainage District.

IN SECTION 7:

Lots 1, 8, 9, 10 and 13; and the S $\frac{1}{4}$ NW $\frac{1}{4}$ ; the SW $\frac{1}{4}$ ; the W $\frac{1}{4}$ SE $\frac{1}{4}$ ; and SE $\frac{1}{4}$ SE $\frac{1}{4}$ ; and that portion of the NE $\frac{1}{4}$  and Lot 7 lying Southerly and Westerly of the center line of the said New North Canal.

IN SECTION 18: All

All those portions of Sections 23 and 24, Township 40 S.R. 8 E.W.M., and of Section 19, Township 40 S.R. 8 E.W.M., lying Easterly of Highway #97 and Northerly and Easterly of the center line of Klamath Straits, as presently located and constructed. EXCEPTING THEREFROM the following described parcel: All that portion of the N $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 23, Twp. 40 S.R. 8 E.W.M., lying South of the Klamath Straits (Old Channel), East of Highway #97, and Northerly of the following described line: Beginning at a point on the Easterly right-of-way line of said Highway #97 which bears S. 69°53' E. 2942.6 feet and N. 18°17' E. 150.0 feet from the Northwest corner of said Section 23, Twp. 40 S.R. 8 E.W.M.; thence leaving said highway right of way line S. 72°06' E. 900.1 feet; thence S. 36°56' E. 162.1 feet; thence E. 68°03' E. 330.0 feet to a point designated Point "D" on the South line of said N $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 23; said point being S. 71°02' E. 4303.9 feet from the Northwest corner of said Section 23, Twp. 40 S.R. 8 E.W.M.

IN SECTION 34 Township 40 South, Range 9 East of the Willamette Meridian

That part of the SW $\frac{1}{4}$  of Section 34 described as follows: Beginning at a point that is distant South 89°29' East 351.66 feet from the Section corner common to sections 3 and 4, Township 41 S.R. 8 E.W.M., and Sections 33 and 34, Township 40 S.R. 8 E.W.M., said point being distant 50 feet Southeasterly measured at right angles from the center line of the Central Pacific Company's originally located main track at Engineer's Station 2640+59.67; thence North 32°17' 30" East, parallel to said center line of main track, 1740.33 feet to a point distant 50 feet Southeasterly at right angles from said center line of the Central Pacific Railway Company's originally located main track at Engineer's Station 2658+00; thence South 57°42' 30" East 100.0 feet to the Northwesterly right of way line of the Klamath Falls-Dorris Highway; thence South 32°17' 30" West along said right of way line 1678.39 feet to the South line of said Section 34; thence North 89°29' West along said South line of Section 34 a distance of 117.63 feet to the point of beginning.

ALSO that portion of the SW $\frac{1}{4}$ SW $\frac{1}{4}$  lying Southeasterly of the Klamath Falls-Dorris Highway; AND the West 400 feet of Lot 5 in said Section 34.

Exhibit A-3