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STATE OF OREGON

UNIFORM COMMERCIAL CODE

FINANCING STATEMENT

REAL PROPERTY - Form UCC-1A

THIS FORM FOR COUNTY FILING OFFICER USE ONLY

This FINANCING STATEMENT is presented to the county filing officer pursuant to the Uniform Commercial Code.

1A. Debtor Name(s):

JELD-WEN, Inc.

d/b/a JELD-WEN FIBER OF OREGON

1B. Debtor Mailing Address(es):

3250 Lakeport Boulevard  
Klamath Falls, Oregon 97601

93 0496342

2A. Secured Party Name(s):

GENERAL ELECTRIC CAPITAL CORPORATION

AS AGENT FOR ITSELF AND CERTAIN

2B. Address of Secured Party from which security  
information is obtainable:8480 E. Orchard Rd., #5000  
Englewood, CO 80111

13 1500700

4A. Assignee of Secured Party (if any):

PARTICIPANTS

4B. Address of Assignee:

3. This financing statement covers the following types (or items) of property (check if applicable):

- ☐ The goods are to become fixtures on \_\_\_\_\_ ☐ The above timber is standing on: \_\_\_\_\_
- ☐ The above minerals or the like (including gas and oil) or accounts will be financed at the wellhead or minehead of the well or mine located on: (describe real estate)

and the financing statement is to be filed for record in the real estate records. (If the debtor does not have an interest of record) The name of a record owner is: JELD-WEN, Inc.

☒ Check box if proceeds of collateral are also covered

Number of attached additional sheets: \_\_\_\_\_

Debtor hereby authorizes the Secured Party to record a carbon, photographic or other reproduction of this form, financing statement or security agreement as a financing statement under ORS Chapter 79.

Signature of the debtor required in most cases.

Signature(s) of Secured Party in cases covered by  
ORS 79.4020

By: \_\_\_\_\_

JELD-WEN, Inc. d/b/a JELD-WEN FIBER OF OREGON  
J. L. Thorne, Treasurer

Required signature(s)

## INSTRUCTIONS

1. PLEASE TYPE THIS FORM.

2. If the space provided for any item(s) on this form is inadequate, the item(s) should be continued on additional sheets. Only one copy of such additional sheets need to be presented to the county filing officer. DO NOT STAPLE OR TAPE ANYTHING TO THIS FORM.

3. This form (UCC-1A) should be recorded with the county filing officers who record real estate mortgages. This form cannot be filed with the Secretary of State. Send the Original to the county filing officer.

4. After the recording process is completed, the county filing officer will return the document to the party indicated. The printed termination statement below may be used to terminate this document.

5. The RECORDING FEE must accompany the document. The fee is \$5 per page.

6. Be sure that the financing statement has been properly signed. Do not sign the termination statement (below) until this document is to be terminated.

Recording Party contact name: GENERAL ELECTRIC CAPITAL CORP.

Recording Party telephone number: (303) 488-9000

Return to: (name and address)

GENERAL ELECTRIC CAPITAL CORPORATION  
8480 E. Orchard Rd., #5000  
Englewood, CO 80111

Please do not type outside of bracketed area.

## TERMINATION STATEMENT

This statement of termination of financing is presented for filing pursuant to the Uniform Commercial code. The Secured Party no longer claims a security interest in the the financing statement bearing the recording number shown above.

By: \_\_\_\_\_

Signature of Secured Party(ies) or Assignee(s)

## ATTACHMENT TO FORM UCC-1

1. SECURED PARTY: GENERAL ELECTRIC CAPITAL CORPORATION, AS AGENT FOR ITSELF AND CERTAIN PARTICIPANTS

DEBTOR: JELD-WEN, Inc. d/b/a JELD-WEN FIBER OF OREGON

2. DESCRIPTION OF EQUIPMENT:

The equipment leased pursuant to that certain Equipment Lease Agreement dated as of the 28th day of June, 1994 (the "Lease"), between Secured Party, as lessor, and Debtor, as lessee, together with all accessions, substitutions and replacements (including, without limitation, the Replacement Equipment (as such term is defined in the Lease)) therefor, and proceeds (cash and non-cash) (including insurance proceeds) thereof (but without power of sale); more fully described on Schedule A attached hereto. THE EQUIPMENT LEASED PURSUANT TO THE LEASE WAS PURCHASED BY SECURED PARTY FROM DEBTOR, AS PART OF A SALE-LEASEBACK TRANSACTION.

3. LEGAL DESCRIPTION OF PROPERTY WHERE EQUIPMENT IS LOCATED:

See attached Exhibit I

More commonly known as: 3309 Lakeport Blvd.  
Klamath Falls, Klamath County, Oregon

4. LEGAL OWNER OF PROPERTY:

JELD-WEN, Inc.

20639

## EXHIBIT I

## LEGAL DESCRIPTION

## PARCEL 1

A tract of land situated in Lots 3, 4, 5, 6, 7, 8, 10 and 11, Section 19, Township 33 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, more particularly described as follows:

Beginning at an iron pin located North 7°15' West a distance of 1433.3 feet from the iron pipe marking the center quarter corner of said Section 19; thence South 10°20' East parallel with Lakeport Boulevard a distance of 1396.45 feet to an iron pin on the Northerly right of way line of the Shippington "E" line spur track, said iron pin being 12.5 feet distance at right angles from the center line of said spur track; thence Westerly parallel with and 12.5 feet distant at right angles from said spur track to a point of intersection with the Northerly right of way of the old Earl Fruit Company spur track, said point being 30 feet distant at right angles from the center line of the old Earl Fruit Company spur track; thence Northwesterly parallel with and 30 feet North-easterly at right angles from the center line of the old Earl Fruit Company spur track on 12°30' curve to the right to a point which is located South 796.8 feet from the Northeast corner of the old Earl Fruit Company tract; thence North a distance of 796.8 feet to the Northeast corner of the old Earl Fruit Company tract; thence South 89°23' West a distance of 1170 feet, more or less, to the intersection of the Westerly line of said Lot 8; thence north 10°20' West (North 10°30' West by Deed record) along the Westerly line of said Lot 8 to the line between said Lots 7 and 8; thence North 89°47½' East along said lot line to a point that bears South 86°34' West from the point of beginning; thence North 86°34' East to the point of beginning.

## PARCEL 2

A tract of land situated in Lots 5, 6, and 7, Section 19, and Lots 1, 5, and 6, Section 18, all in Township 33 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, more particularly described as follows:

Beginning at an iron pin which is North 7°15' West a distance of 1433.3 feet from the iron pin marking the center quarter corner of said Section 19, said iron pin being South 10°20' East a distance of 1070.88 feet and South 79°40' West a distance of 1055.96 feet from the gas pipe monument on the Northwest corner of Pelican City Subdivision; thence North 79°40' East at right angles to Lakeport Blvd. a distance of 1055.96 feet to an iron pin on the Westerly right of way line of Lakeport Blvd.; thence Northerly along the

(continued)

## PARCEL 2 (continued)

Westerly right of way line of Lakeport Blvd. to an iron pin that is North 89°54' West a distance of 78.32 feet and North 23°49' West a distance of 128.77 feet from the gas monument on the Northwest corner of Pelican City Subdivision, said gas pipe monument being North 89°54' West a distance of 1995.5 feet from the Southeast corner of said Section 18; thence South 79°40' West a distance of 182.53 feet to an iron pin on the Westerly line of old Pelican Bay Lumber Co. spur track; thence Southerly and Westerly along the Westerly and Northerly line of said spur track to an iron pin which is South 79°40' West a distance of 379.34 feet from the gas pipe monument on the Northwest corner of Pelican City Subdivision; thence North 10°20' West a distance of 253.0 feet to an iron pin; thence South 79°40' West a distance of 860.36 feet; thence North 10°20' West a distance of 192.3 feet; thence South 79°40' West to the Westerly boundary of Lot 7 said Section 19; thence South 10°20' East (South 10°30' East by Deed record) along the Westerly boundary of Lot 7, said Section 19 to the line between Lots 7 and 8, said Section 19; thence North 89°47½' East along said Lot line to a point that bears South 86°34' West from the point of beginning; thence North 86°34' East to the point of beginning.

## PARCEL 3

A tract of land situated in Lots 4 and 5, Section 19, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Beginning at an iron pin on the Westerly right of way line of Lakeport Boulevard, said point being South 10°20' East a distance of 1070.88 feet from the gas pipe monument on the Northwest corner of "Pelican City" subdivision said gas pipe monument being North 89°54' West a distance of 1995.5 feet from the Northeast corner of said Section 19; thence South 79°40' West at right angles to Lakeport Boulevard a distance of 1055.96 feet to an iron pin, said point being North 7°15' West a distance of 1433.3 feet from the iron pipe marking the center ½ corner of said Section 19; thence South 10°20' East parallel with Lakeport Boulevard a distance of 1396.45 feet to an iron pin on the Northerly right of way line of the Shippington "E" spur tracks; thence Easterly along said spur track to its intersection with the Westerly right of way line of Lakeport Boulevard; thence North 10°20' West along said right of way to the point of beginning.

## PARCEL 4

A portion of the SE¼, the NE¼SE¼ and of Lot 4, all in Section 19, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Beginning at a point which is South 10°20' East a distance of 60 feet from the Southwest corner of Block 4, "Pelican City", Klamath County, Oregon, and running thence North 79°40' East 309 feet to  
(continued)



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## PARCEL 4 (continued)

to the Westerly line of the right of way of the California North-eastern Railway; thence Southeasterly along said right of way and 50 feet distant at right angles from the centerline thereof, the following courses and distances: South 21°17' East 100 feet; South 24°10' East 100 feet; South 27°06' East 100 feet; South 30°08' East 100 feet; South 32°52' East 100 feet; South 35°30' East 100 feet; South 38°55' East 100 feet; South 41°34' East 100 feet; South 44°31' East 100 feet; South 47°11' East 100 feet, South 50°43' East 100 feet; South 48°00' East 44 feet to a point which is distant 25 feet Northerly at right angles from the centerline of the Shippington "E" spur; thence Westerly parallel to and 25 feet distant Northerly at right angles from the centerline of said Shippington "E" spur, with the following courses and distances, North 68°27' West 721.5 feet; North 70°06' West 100 feet, North 72°54' West 100 feet; thence North 76°42' West a distance of 30 feet, more or less to a point on the centerline of Lakeport Boulevard; thence North 10°20' West along the centerline of said Lakeport Boulevard to a point which is on the said centerline and is South 79°40' West a distance of 30 feet from the place of beginning; thence North 79°40' East 30 feet to the place of beginning, less right of way for Lakeport Boulevard.

## PARCEL 5

Beginning at an iron pin on the Westerly right of way line of Lakeport Boulevard as it is presently located, said point being North 89°54' West a distance of 78.32 feet and North 23°49' West a distance of 128.77 feet from the gas pipe monument on the Northwest corner of "Pelican City" Subdivision, said gas pipe monument being North 89°54' West a distance of 1995.5 feet from the Southeast corner of Section 18; thence South 79°40' West a distance of 182.53 feet to an iron pin on the Westerly line of the old Pelican Bay Lumber Company spur tract; thence Southerly and Westerly along the Westerly and Northerly line of said spur tract to an iron pin which is South 79°40' West a distance of 579.34 feet from the gas pipe monument on the Northwest corner of "Pelican City" Subdivision; thence North 10°20' West a distance of 253.0 feet to an iron pin; thence South 79°40' West a distance of 860.36 feet; thence North 10°20' West a distance of 192.3 feet; thence South 79°40' West to the Westerly boundary of Lot 7, Section 19; thence North 10°20' West along said Lot line and the Westerly line of Lot 5, said Section 18, a distance of 100.0 feet; thence North 79°40' East to an iron pin on the point of intersection with the Southwesterly right of way line of the railroad spur tract known as "Hanks Spur"; thence Southeasterly parallel to and 50 feet distant; at right angles from the center line of said spur tract to its intersection with the Westerly right of way line of Lakeport Boulevard as it is presently located; thence Southerly along said right of way line to the point of beginning.

(continued)

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## PARCEL 5 (continued)

EXCEPTING THEREFROM the following described tract of land: A tract of land situated in Lot 1, Section 18, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, more particularly described as follows: Beginning at an iron pin located North 89°54' West a distance of 78.32 feet; North 23°43' West a distance of 128.77 feet and North 73°10' West a distance of 151.55 feet from the gas pipe monument on the Northwest corner of "Pelican City" Subdivision, said gas pipe monument being North 89°54' West a distance of 1995.5 feet from the Southeast corner of said Section 18; thence North 86°13'30" West along the Northerly line of a 20 foot roadway a distance of 57.90 feet to an iron pin; thence Northwesterly along the Northeasterly line of said roadway on a curve to the left a distance of 114 feet, more or less, to an iron pin (the long chord of said curve bears North 70°36'30" West a distance of 111.77 feet); thence North 9°48'30" West along the Easterly line of a roadway a distance of 208.40 feet to an iron pin; thence leaving said roadway at a right angles thereto North 80°11'30" East a distance of 52.00 feet to an iron pin; thence North 9°48'30" West a distance of 5.00 feet to an iron pin; thence North 80°11'30" East a distance of 111.60 feet; thence following the arc of a curved fence line to the right the following courses and distances: South 40°09' East 37.38 feet; South 21°33' East 64.7 feet; South 7°03' East 65.78 feet; South 3°58' West, 72.4 feet; and South 13°39' West 54.45 feet, more or less to the point of beginning.

## PARCEL 6

Beginning at an iron pin located on the intersection of the North-easterly right of way line of the railroad spur known as "Hanks Spur" and the South line of Section 18, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, said point being South 89°54' East a distance of 215.85 feet from the gas pipe monument marking the Northwest corner of "Pelican City" Subdivision, said gas pipe monument being North 89°54' West a distance of 1995.5 feet from the Southeast corner of said Section 18; thence Northwesterly parallel with and 50 feet distant at right angles from the centerline of said railroad spur a distance of 1130 feet, more or less, to an iron pin, said pin being North 34°23' West a distance of 982.8 feet from the gas pipe monument on the Northwest corner of "Pelican City"; thence North 40°37' East a distance of 149.8 feet to an iron pin located on the Southwesterly right of way of the Southern Pacific Railroad thence Southeasterly parallel with and 50 feet distant at right angles from the centerline of said railroad to an iron pin at the intersection with the South line of said Section 18; thence North 89°54' West a distance of 56.35 feet (58.3 feet by Deed record) more or less, to the point of beginning.

(continued)

EXCEPTING from the above described parcels the following:

The following described real property situate in Klamath County, Oregon:

A tract of land situate in Section 19, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, lying Northerly and Easterly of the Shippington Canal, more particularly described as follows:

Beginning at a point on the northerly right of way line of Harbor Isles Blvd., from which the center  $\frac{1}{2}$  corner of said Section 19 bears  $87^{\circ}03'39''$  West 30.66 feet; thence North  $11^{\circ}13'15''$  West 535.52 feet; thence North  $09^{\circ}32'22''$  East 1206.27 feet; thence North  $41^{\circ}30'52''$  West 146.90 feet; thence North  $10^{\circ}33'00''$  West 300 feet; thence North  $44^{\circ}53'31''$  West 79.37 feet; thence along the arc of a curve to the left (Radius = 200 feet, central angle =  $23^{\circ}12'06''$ ) 80.99 feet; thence North  $68^{\circ}05'37''$  West 126.71 feet to a point A of this description; thence South  $82^{\circ}00'00''$  West 200 feet, more or less, to the southerly edge of the mean high water in an existing canal; thence westerly and southerly along the mean high water in said canal and along the mean high water of Upper Klamath Lake to a point that bears South  $46^{\circ}09'53''$  West 1510.10 feet from said point A; thence South  $88^{\circ}27'17''$  East 279.89 feet; thence along the easterly bank of the said Shippington Canal: along the arc of a curve to the right (radius = 595.00 feet, central angle =  $87^{\circ}24'40''$ ) 907.74 feet; South  $01^{\circ}05'56''$  East 224.07 feet; along the arc of a curve to the left (radius = 475.00 feet, central angle =  $46^{\circ}35'39''$ ) 366.28 feet and South  $47^{\circ}41'35''$  East 91.34 feet; thence South  $79^{\circ}04'52''$  East 258.68 feet; thence South  $23^{\circ}48'08''$  East 31.27 feet to the northerly right of way line of said Harbor Isles Blvd.; thence along said right of way line: along the arc of a curve to the left (radius point bears North  $11^{\circ}14'26''$  East 225.00 feet, central angle =  $23^{\circ}26'26''$ ) 92.05 feet, North  $77^{\circ}48'00''$  East 350.00 feet to the point of beginning, containing 55 acres, more or less, with bearings based on Survey No. 2959 as recorded with the Klamath County Surveyor.

## SCHEDULE A

## OREGON PRESS LINE #2

## QTY DESCRIPTION

- 1 FIBER LINE, LINE #2, CONSISTING OF: INFEED CONVEYOR FROM EXTERIOR (DOFFING ROLL BIN LISTED ELSEWHERE). GRAVITY DISCHARGE TO 42" W BELT CONVEYOR, APPROX. 15' L, W/IN-LINE THAYER SCALE, MDL. N42T, S/N 1200-4102, 8000-LB. CAP./HOUR, LOCATED ON STRUCTURAL STEEL PLATFORM, GRATED TOP; GRAVITY DISCHARGE THROUGH CLUMP BREAKER, TO VERT. SECTION WHERE RESIN MIXTURE IS MIXED TO FIBER, PRESSURE CONTROLLED, LOCATED ON INTERMEDIATE FLOOR, W/GRATED CATWALKS, ETC.; DISCHARGE TO SPROUT-BAUER BLENDER, MDL. 245, S/N 672203, HIGH SPEED, APPROX. 50-HP MOTOR DRIVE, LOCATED ON STRUCTURAL STEEL FRAME, TRANSFER FROM BLENDER TO GALVANIZED FLOW PIPE TO FIBER LINE #2; TRANSFER THROUGH BLOWING SYSTEM, EST. APPROX. 42" DIA. BLOWER, V-BELT MOTOR DRIVEN, 75-HP MOTOR DRIVE, GALVANIZED DUCTING, ETC.; 72" W COE FORMING BOX (WASHINGTON IRONWORKS), W/DISTRIBUTION FLIPPER IN FORMER BOX FOR EVEN DISTRIBUTION TO CONVEYOR, CONTINUOUS PASS-THROUGH WIRE MESH CONVEYOR, ETC.; DISCHARGE FROM FORMER BOX TO ROTARY SHAVE-OFF, LOCATED OVER CONVEYOR, APPROX. 63" IN WIDTH, W/VACUUM TYPE TAKE-UP FOR RETURN, W/ROTARY SHAVER, LOCATED ON I-BEAM, W/HEIGHT ADJ. CONTROLS, ETC.; IN-LINE OHMART MOISTURE METER, ENCLOSED, OVERARM LOCATED OVER PAD, ETC.; IN-LINE RADIATION DETECTOR LOCATED OVER PAD (NOT IN USE); INCL. SIDE ACCESS FIBER VACUUM, ALSO FOR RETURN & REUSE; (3) ROLLER PRE-COMPRESSOR, UTILIZING 3-ROLL CONTINUOUS BELT COMPRESSION, W/VARIOUS ROLLER GUIDE ADJUSTMENTS, IN-LINE, ALSO W/ACCESS VACUUM SYSTEM W/GALVANIZED DUCTING, ETC.; DBL. SIDE TRIM SAW, EA. INDIVIDUALLY DRIVEN BY 2-HP MOTOR DRIVE, W/VACUUM SYSTEM FOR RECLAIM, ETC.; HORIZ. TRAVEL CONTINUOUS MOTION OHMART PROFILE DETECTOR, CONTINUOUS READOUT IN CONTROL PANEL ROOM; SGL. BLADE EST. 12" DIA. CHAIN DRIVEN FLYING CUTOFF SAW, ELECTRONIC EYES FOR TILT TO SAW SUPPORT FOR RETURN, ETC.; IN-LINE METAL DETECTOR LOCATED OVER BELT CONVEYOR, CONTINUOUS PASS-THROUGH, ETC.; (2) SPEED UP CONVEYORS, SHORT RUNS, INDIVIDUALLY MOTOR DRIVEN, W/VARIABLE SPEED MOTOR DRIVES, ETC.; (3) SECTIONS OF TIPPER LOADER CONVEYOR, INDIVIDUAL MOTOR DRIVES, W/LIFT & TILT OF LOADER CONVEYOR, ELECTRONIC EYES TO 6-OPENING LOADER, W/(4) STRAP TYPE BELT CONVEYORS PER LEVEL/OPENING, LOADER LOCATED ON TRACK, W/AUTO. PUSH & LOAD TO PRESS, W/STRUCTURAL STEEL FRAME, INDIVIDUAL MOTOR DRIVES TO LOADER CONVEYORS; LOADER LOADS TO WASHINGTON IRON WORKS 3200-TON STEAM PRESS, (4) PIT MTD. HYDRAULIC CYLINDERS, W/STEAM FEED HEATED DIES, W/(12) INTERCHANGEABLE STYLE DIES, COMPUTER CONTROLLED; SKIN 6-LEVEL CHAIN DRIVEN CONVEYOR, ALSO USED FOR PRE-STAGING COOLING OF SKINS, UTILIZING DAYTON FANS, ETC., AUTO. DISCHARGE FROM UNLOADER TO MANUAL SORTING/GRADING TABLE, SORTING FOR QUALITY WIDTH & DESIGN; INCL. SUPPORT EQUIPMENT, COE DESIGN HYD. SYSTEM, (4) APPROX. 100-HP MOTOR DRIVES TO HYD. PUMPS, W/HYD. RESERVOIR, INCL. DG HYD. PUMP, EST. 150-HP MOTOR DRIVE, INCL. HEAT EXCHANGERS, IN-LINE FILTERS, ETC.; GENERAL ELECTRIC ADJ. SPEED DRIVE FOR
- VARIOUS MOTOR DRIVES THROUGHOUT SYSTEM, SHAVE-OFF SECTION, PRE-COMPRESSORS, TIPPLE CONVEYOR, ETC., INCL. GALVANIZED DUCTING THROUGHOUT, VARIOUS MOTOR DRIVES, OPERATOR & SERVICE WORK PLATFORMS, SAFETY RAILS, ETC., ENCLOSED COMPUTERIZED OPERATOR STAND, FOR VARIOUS SECTIONS, FIBER DRYER, W/HONEYWELL 2-PEN CHART RECORDER, TEMP. CONTROLLER, RESIN FLOW INDICATOR, READOUT FOR THAYER IN-LINE SCALE, W/FAULT LIGHT INDICATORS, (PRO)??? FOR BLENDER/FIBER BIN, SHAVE-OFF POS. INDICATOR, W/AMPERE READOUT, ETC., OHMART DIGITAL READOUT FOR FULSOL INDICATOR, W/BIN MOISTURE INDICATOR, LINE MOISTURE INDICATOR, ETC., (2) PROGRAMMING STATIONS, W/COLOR MONITOR, KEYBOARD, (3) VARIOUS MONITORS, MONITORS DETECTING AFTER SHAVE-OFF BOX, TIPPLE CONVEYOR LEADING INTO LOADER, ETC., INCL. PIT FOR HOUSING OF PRESS, WORK PLATFORMS, INCL. ELECTRICS, FOUNDATION, ETC., LINE #2 INCLUDES ALL COMPONENTS IN 1ST CODE "01", 2ND CODE "02", AS SHOWN FOLLOWING (ENTRY #'S 194, 195, 197, 202, 203, 335, 384, 501, 502 & 503)



- 1 DUST COLLECTOR (BAGHOUSES), NO VISIBLE MFG., APPROX. 10' DIA., APPROX. 40' H, W/ACCESS LADDERS, WORK PLATFORMS, ETC., EA. W/ROTARY FEEDER, W/INDIVIDUAL BLOWER, TUTHILL MDL. 3206-46F3 7-1/2-HP MOTOR DRIVE, MANUAL CONTROL PANEL, LOCATED ON STRUCTURAL STEEL FRAME, EST. 376-BAG, [C]
- 1 CONVEYOR, CONTINUOUS BELT, APPROX. 18" WIDTH, LOCATED AT BASE OF DRY STORAGE BIN, EST. 120-LINEAR FT., LEADS TO REFINERS (LISTED ELSEWHERE), INCL. COVERS, MOTOR DRIVES, ETC., [C]
- 1 DRYER, ARMSTRONG-HUNT, MDL. TH-2J-72X72XB, MAX. DESIGN OF 250-FSIS, 450-DEG. F., JOB #M-6465-5, TUBE STEAM HEATED, APPROX. 15' X 5', 4-COMPARTMENT, INCL. TRANSFER PIPING FROM REFINER & RETURN DUCTING FROM DRYER, W/HIGH VOLUME BLOWER, W/100-HP MOTOR DRIVE, INCL. ALL ACCESS.
- 1 TRUCK UNLOADING STATION, (TRUCK DUMPER), W/DUAL CYLINDER HYD. TRUCK/TRAILER LIFT, APPROX. 40' L, 10' W, W/SELF-CONTAINED HYDRAULICS, HYD. RESERVOIR, MOTOR DRIVE, ETC., TILT TO TRUCK UNLOADING BIN, CARBON STEEL, APPROX. 36' L X 10' W, INCL. BASE MTD. (6) BAG CHAIN TRANSFER FROM BIN TO DISTRIBUTION CONVEYOR, INCL. MOTOR DRIVES, HYDRAULICS, CONCRETE MOUNTING PADS, INCL. FOUNDATIONS, ETC., COMMONS TO LINE #1 & #2, (PRORATED), [C]
- 1 STORAGE BIN, DOFFING ROLL, LOCATED ON STRUCTURAL STEEL FRAME IN YARD, APPROX. 10' W X APPROX. 45' L, EA. HAVING INDIVIDUAL CARTER DAY 144-BAG DUST COLLECTOR, INCL. IN-LINE CLEANER/SEPARATOR, W/BLOW PIPE FROM DRYERS, RETURN LINES, ETC., GRAVITY DISCHARGE TO INCLINED BELT CONVEYOR, APPROX. 24" W, W/BFORE ENTRY TO BUILDING IN-LINE SHAVER, INCL. ALL ACCESS., ELECTRICS, MOTOR DRIVES, FLOWERS, PIPING, ETC., MODERATE TO HIGH DIFFICULTY OF MARKETABILITY UPON REMOVAL
- 1 HOB. GRUENDLER, 38" X 16" OPENING, LOCATED UNDER LINE #2 FIBER LINE, W/75-HP MOTOR DRIVE, SKID MTD., MODERATE DIFFICULTY OF REMOVAL DUE TO LOCATION, [C+]
- 1 REFINER, SPROUT-BAUER, INC., FOR LINE #2, MDL. 42-1CP, S/N 87-1729, W/GRAVITY DISCHARGE FROM FEED CONVEYOR, TO ROTARY SCREW FEEDER, W/150-HP MOTOR DRIVE, TOP MTD. AIR FILTERING SYSTEM, TO VERT. CHAMBER, CARBON STEEL, W/ASSTD. PRESSURE GAUGES, ETC., THROUGH STEAM HEATED DIGESTER, POWERED BY 2000-HP MOTOR DRIVE, DUAL AIR FILTERS, W/VARIOUS FLOW MONITORS FOR THRUST ERG.FLOW, FE & DE BRG.FLOW, TEMP. GAUGES, ETC., LOCATED ON CONCRETE PAD, W/SELF-CONTAINED LUBRICANT FOR DIGESTERS, INLINE FILTER, PUMP, HEAT EXCHANGER, VARIOUS GAUGES, ETC., INCL. PIPING FROM WAX TANK BEFORE DIGESTER, ETC.
- 1 AIR COMPRESSOR, QUINCY, NORTHWEST, ROTARY SCREW, MDL. QNW-490-A, S/N NOT VISIBLE, 00862 HRS., AT INSP., W/200-HP MOTOR DRIVE, SKID MTD., INCL. LOCAL PIPING, AIR FILTER, ETC.

- 1 SCREEN STATION, FOR RAW MATERIAL GRADING, CONSISTING OF HORIZ. BELT CONVEYOR, APPROX. 36" W X APPROX. 35' L, LOCATED AT BASE OF TRUCK UNLOADING STATION (LISTED ELSEWHERE), GRAVITY DISCHARGE TO FEED HOPPER, CARBON, STEEL, APPROX. 3' X 4', TO INCLINED DRAG CHAIN CONVEYOR, 36" W, APPROX. 100-LINEAR FT., COVERED TOP, W/SIDE MTD. ACCESS RAMP, W/SAFETY RAIL, W/BALDOR 10-HP MOTOR DRIVE TO CHAIN, W/GRAVITY DISCHARGE TO SCREW AUGER CONVEYOR, LOCATED AT BASE OF SCREEN HOPPERS, W/(2) 60" X APPROX. 14' VIBRATORY SCREENS (FOR SIZING & GRADING), LOCATED ON STRUCTURAL STEEL FRAME, MESH CATWALKS, SAFETY RAILS, ETC., W/WASTE CONVEYOR LOCATED AT END OF SHAKER SCREENS, 8" W X APPROX. 24' L, W/10-HP MOTOR DRIVE TO ADDITIONAL SCREW FEED, DISCHARGE FROM DUAL SCREENS TO APPROX. 24" DIA. FEED SCREW AUGER, APPROX. 36' IN LENGTH, DISCHARGE TO B&R SHEET METAL, INC., ROTARY FEEDER, CLARKE'S, MDL. CFV-24, S/N FDR-CFV24XX-88-578, W/5-HP MOTOR DRIVE, INCL. 150-HP MOTOR DRIVE TO TRANSFER BLOWER, TRANSFER TO STORAGE SILOS (LISTED ELSEWHERE), INCL. ELECTRICS, FOUNDATION, ETC. (PACRATED), MODERATE DIFFICULTY OF MARKETABILITY UPON REMOVAL
- 1 SILO (DRY SILO STORAGE), LOCATED ON STRUCTURAL STEEL BASE, CONCRETE PAD MTD., APPROX. 36' IN DIA., APPROX. 36' IN DIA., APPROX. 75' H, W/ACCESS LADDERS, WORK PLATFORMS, ETC., INCL. BLOW PIPE FROM GRADING STATION (LISTED ELSEWHERE), W/WELLING DUAL AUGER FEEDER, S/N C822-0031, FEED TO 18" WIDTH BELT CONVEYOR, INCLINED, APPROX. 60' TO TRANSFER CONVEYOR LEADING INTO REFINERS (LISTED ELSEWHERE), W/S-HEARING CONTROL PANEL FOR DRY SILO CONTROLS, INCL. LEVEL INDICATOR, MATERIAL LEVEL INDICATOR, FAULT LIGHT INDICATORS, INCL. ELECTRICS, FOUNDATIONS, ETC., MODERATE TO HIGH DIFFICULTY OF MARKETABILITY UPON REMOVAL

STATE OF OREGON: COUNTY OF KLAMATH: ss.

Filed for record at request of General Electric Capital the 1st day  
of July A.D. 19 94 at 2:02 o'clock P.M., and duly recorded in Vol. M94  
of Mortgages on Page 20637

FEE \$50.00

Evelyn Biehn County Clerk

By Debra M. Milledore