

DEED OF RECONVEYANCE

The undersigned trustee under that certain trust deed dated November 15, 1994, executed and delivered by Daryl J. Kollman and Marta C. Kollman, husband and wife, as grantor and recorded November 16, 1994, in the Official Records of Klamath County, Oregon, in Volume M94, Page 35322 conveying real property situated in said county described as follows:

See Exhibit "A" attached hereto.

having received from the beneficiary under said trust deed a written request to reconvey, reciting that the obligation secured by said trust deed has been fully paid and performed, hereby does grant, bargain, sell and convey, but without any covenant or warranty, express or implied, to the person or persons legally entitled thereto, all of the estate held by the undersigned in and to said described premises by virtue of said trust deed.

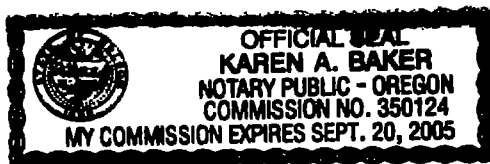
IN WITNESS WHEREOF, the undersigned trustee has executed this instrument this 23 day of April, 2003.

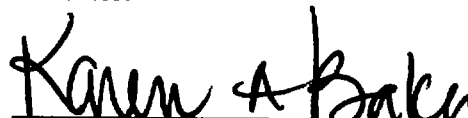


WILLIAM P. BRANDSNESS, Trustee

STATE OF OREGON)
) §
County of Klamath)

Personally appeared the above named Trustee and acknowledged the foregoing instrument to be a voluntary act and deed. Before me:





Notary Public for Oregon
My Commission Expires: 9-20-05

State of Oregon, County of Klamath
Recorded 10/17/03 9:37 a. m
Vol M03 Pg 77271-72
Linda Smith, County Clerk
Fee \$ 26.00 # of Pgs 2

AFTER RECORDING RETURN TO:

LAW OFFICES OF
DAVIS, GILSTRAP, HEARN, SALADOFF & SMITH
A Professional Corporation
515 EAST MAIN STREET
ASHLAND, OREGON 97520
(541) 482-3111 FAX (541) 488-4455

An irregular parcel of Burlington Northern Railroad Company's station ground property situated in Government Lot 7 (SW $\frac{1}{4}$) of Section 33, T. 38 S. R. 9 E.W.M. in the City of Klamath Falls, above said County and State more particularly described as follows: Commencing at the West $\frac{1}{4}$ corner of said Section 33; thence N. 00°01' W. along the West line thereof, 69.3 feet; thence S. 55°27' E. 188.55 feet; thence S. 10°27' W. 25.27 feet to the True Point of Beginning, on the Southerly line of South Sixth Street; thence S. 10°46'30" W. 427.39 feet to the True Point of Beginning of that tract of land described in Volume 80 on page 562 of the Klamath County Deed Records; thence following along the Westerly line of said tract the following courses, S. 10°46'30" W. 256.81 feet (259.69 feet by said Volume 80 Page 562), along the arc of a curve to the left 618.95 feet (radius=573.14 feet, central angle = 61°52'30" and the long chord bears S. 20°09'45" E. 589.31 feet) to a point lying 14.5 feet Northeastly, as measured at right angles, from the centerline of the 100-foot wide railroad right-of-way corridor occupied jointly by Grantor herein and Southern Pacific Railroad Company and S. 51°06' E. along a line drawn parallel with and distant 14.5 feet Northeastly from said centerline, 182.02 feet; thence N. 38°54' E. 16.21 feet; thence Northwestly along the arc of a curve to the right (radius = 484.18 feet, central angle = 26°37'30" and long chord bears N. 37°47'15" W. 222.98 feet) 225.00 feet to the Southernmost corner of that certain parcel conveyed to the former Great Northern Railway Company by deed and recorded in Volume 82 on page 172 of the Klamath County Deed Records; thence continuing Northwestly along the Easterly boundary of the above said parcel the following courses, along a curve to the right (radius = 484.18 feet, central angle = 12°38'00" and the long chord bears N. 18°09'30" W. 106.54 feet) 106.76 feet, Northerly on a curve to the right (radius = 702.55 feet, central angle = 22°37'00" and the long chord bears N. 00°32'00" W. 275.52 feet) 277.32 feet, N. 10°46'30" E. 70.23 feet, along a curve to the right (radius = 706.05 feet, central angle = 1°27'00" and the long chord bears N. 17°12'30" E. 17.87 feet) 17.87 feet and N. 10°46'30" E. 589.64 feet to the Southerly line of South Sixth Street; thence along the Southerly line of South Sixth Street the following courses, N. 55°46'30" W. 149.88 feet, N. 61°41'40.5" W. 32.28 feet and N. 73°32'01.5" W. 32.28 feet to the True Point of Beginning. EXCLUDING, herefrom, that portion of the above described parcel lying Southwestly of a line drawn parallel with and distant 30.5 feet Northeastly as measured at right angles from the centerline of said 100-foot wide railroad right-of-way corridor.

EXHIBIT

A

PAGE 1 OF 1