

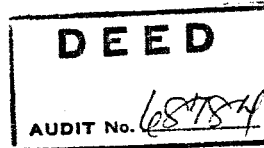
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EASEMENT AGREEMENT



SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, hereinafter called "Southern Pacific," in consideration of the sum of FIVE Hundred and 40/100 Dollars (\$ 500.00) paid by PACIFIC GAS TRANSMISSION COMPANY, a California corporation, hereinafter called "PGT," the adequacy and receipt whereof are hereby acknowledged, hereby grants to PGT a permanent and perpetual easement free and clear of all encumbrances except all liens of record created by mortgages or trust deeds on Southern Pacific's behalf. The easement is for the purpose of allowing PGT the right to excavate for, install, replace (of the initial or any other size), maintain, operate, use, and remove a pipeline or lines of any size as PGT shall from time to time elect for conveying natural and artificial gas and other gaseous or liquid hydrocarbons and any products or by-fittings, and devices for controlling electrolysis in connection with said pipelines, and such underground wires, cable, conduits, and other electric conductors, appliances, fixtures, and appurtenances as PGT shall from time to time elect for communication purposes, together with adequate protection therefor.

The easement shall consist of a 50-foot wide crossing over Southern Pacific's railroad right of way located at Kirk, Klamath County, State of Oregon, as more fully described in Attachment D, attached hereto and incorporated herein by this reference. Attachments A, B, C, E and F are similarly attached hereto and incorporated herein by this reference.

Southern Pacific further grants to PGT:

(1) The right to use such portion of the land adjacent to and along the easement as may be reasonably necessary in connection with the installation, operation, repair and replacement of such pipeline or lines, or any other facilities;

(2) The right of ingress to and egress from the easement and across adjacent lands by means of roads and lanes thereon, if such there by, otherwise by such practicable route or routes as shall occasion the least damage and inconvenience to Southern Pacific;

(3) The right from time to time to trim and to cut down and to clear away any and all trees and brush now or hereafter on the

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easement and to trim and to cut down and to clear away any trees on either end of the easement which now or hereafter in the opinion of PGT may be a hazard to PGT's facilities or may interfere with the exercise of PGT's rights hereunder;

(4) The right to install, maintain and use gates in all fences which affect access to, or shall hereafter affect access to, the easement;

(5) The right to mark the location of the easement by suitable markers set in the ground, provided that said markers shall be placed at fence lines or other locations which will not interfere with any reasonable use Southern Pacific shall make of its right of way subject to the easement.

PGT hereby covenants and agrees:

(1) PGT agrees to defend, release and indemnify Southern Pacific (Railroad), its officers, employees, agents, successors and assigns, from all claims, liability, cost and expense, including reasonable attorneys' fees, for loss of or damage to property and for injuries to or death of persons arising out of the construction, reconstruction, maintenance, location, presence or use of said facilities, except to the extent caused or contributed to by the acts of Railroad. The word "Railroad" as used in this section shall be construed to include, in addition to Railroad, the successors, assigns and affiliated companies of Railroad, and any other railroad company that may be lawfully operating upon and over the said tracks and the officers, agents and employees thereof. In no event shall either Railroad or PGT be liable to the other, or any other party, for consequential damages.

(2) PGT shall promptly backfill any trench made by it on said strip and PGT shall restore the surface of the ground, so far as is practicable, to its condition prior to PGT's trenching operations.

Southern Pacific reserves the right to use the right of way subject to the easement for purposes which will not interfere with PGT's full enjoyment of the rights hereby granted, provided that Southern Pacific shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction on the right of way subject to the easement, or diminish or substantially add to the ground cover over said pipelines or any other facilities.

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The provisions hereof shall inure to the benefit of and bind the heirs, successors and assigns of the respective parties hereof, and all covenants shall apply to and run with the land.

IN WITNESS WHEREOF, the parties have executed these presents this 12th day of May, 1992.

SOUTHERN PACIFIC TRANSPORTATION COMPANY

ATTEST

B. Medina
ASSISTANT SECRETARY

By WE J. Wallace
(Title)

Director
Contracts and Joint Facilities

PACIFIC GAS TRANSMISSION COMPANY

By W. G. Thomas
(Title) LAND MANAGER.

By _____
(Title)

STATE OF CALIFORNIA)

County of _____)

On this ____ day of _____, 1992, before me, _____, a Notary Public of said state, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed the within instrument as _____ on behalf of Southern Pacific Transportation Company and acknowledged to me that the corporation executed it.

Notary Public for California
My Commission expires: _____

Approved As to Form

BY Daniel F. Cooley
DANIEL F. COOLEY

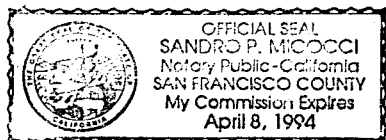
STATE OF CALIFORNIA }
City and County of San Francisco } SS.

On this 12th day of May, in the year of Nine Hundred Ninetytwo
one before me, Sandro P. Micocci, a Notary Public in and for the City and County of
San Francisco, State of California, personally appeared W. E. FOWLER, personally
known to me (or proved to me on the basis of satisfactory evidence) to be the DIRECTOR
CONTRACTS AND JOINT FACILITIES, of the Corporation described in and that executed
the within instrument, and also known to be the person who executed it on behalf of the
Corporation therein named and acknowledge to me that such Corporation executed
the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal at my office
in the City and County of San Francisco, the day and year in this certificate
first above written.

Corporation Sando P. Micocci
Notary Public in and for the City and County of San Francisco, State of California

My Commission Expires April 8, 1994

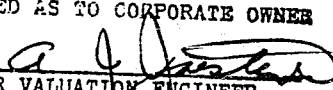


62-4202 Notary (General) Rev. 8/91

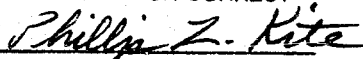
<p>STATE OF <u>California</u> } COUNTY OF <u>San Francisco</u> } SS.</p> <p>On <u>May 18, 1992</u> before me, the undersigned, a Notary Public for said State, personally appeared <u>Wil G. Thomas</u></p>	<p>CAPACITY CLAIMED BY SIGNER</p> <p><input type="checkbox"/> Individual(s) Signing For Oneself/Themselves</p> <p><input type="checkbox"/> Corporate Officer(s) of the Above Named Corporation(s)</p> <p><input type="checkbox"/> Guardian of the Above Named Individual(s)</p> <p><input type="checkbox"/> Partner(s) of the Above Named Partnership(s)</p> <p><input type="checkbox"/> Attorney(s)-in-Fact of the Above Named Principal(s)</p> <p><input type="checkbox"/> Trustee(s) of the Above Named Trust(s)</p> <p><input checked="" type="checkbox"/> Other <u>PGT</u> <u>Land Manager</u></p>
<p><input checked="" type="checkbox"/> personally known to me -OR- <input type="checkbox"/> proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.</p> <p>WITNESS my hand and official seal.</p> <p><u>Dino Angelosante</u> Signature</p>	<p>OFFICIAL SEAL DINO ANGELOSANTE NOTARY PUBLIC - CALIFORNIA CITY AND COUNTY OF SAN FRANCISCO My Commission expires June 24, 1994</p>

31977

APPROVED AS TO CORPORATE OWNER

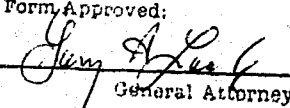

FOR VALUATION ENGINEER

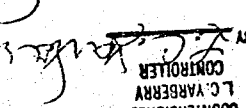
DESCRIPTION CORRECT


FOR CHIEF ENGINEER

MAY 12 1992
P.A. MARTIN

Form Approved:


General Attorney

BY 
L.C. VARDERNY
CONTROLLER
COUNTERSIGNED

PGT Attachment A to Form C.E. 41708

INFORMATION BY APPLICANT

Applicant agrees to defend, release and indemnify Railroad, its officers, employees, agents, successors and assigns, from all claims, liability, cost and expense, including reasonable attorneys' fees, for loss of or damage to property and for injuries to or death of persons arising out of the construction, reconstruction, maintenance, location, presence or use of said Facilities, except to the extent caused or contributed to by the acts of Railroad. The word "Railroad" as used in this section shall be construed to include, in addition to Railroad, the successors, assigns and affiliated companies of Railroad, and any other railroad company that may be lawfully operating upon and over the said tracks and the officers, agents and employees thereof. In no event shall either Railroad or Applicant be liable to the other, or any other party, for consequential damages.

Attachment B.

INFORMATION BY APPLICANT

APPLICANT TO FILL IN ALL INFORMATION LINES OR N/A IF IT DOES NOT APPLY.

☒ NEW INSTALLATION ☐ RECONSTRUCTION

PIPE LINE CARRYING

☐ FLAMMABLE OR HAZARDOUS SUBSTANCES
SEE RAILROAD STANDARD C.S. 1742
☐ NON-FLAMMABLE SUBSTANCES
SEE RAILROAD STANDARD C.S. 1741

☐ COLENT

APPLICANT RAILROAD BUSINESS AS:

APPLICANT Pacific Gas Transmission Company

ADDRESS Box 4377

CITY Spokane

STATE WA

ZIP 99208

CONTACT PERSON John Alsdorfer

PHONE (509) 337-0637

FACILITY High Pressure Natural Gas

PURPOSE

IF PIPE ON CASING DIAMETER IS GREATER THAN 3'-0" APPLICANT SHALL SUBMIT

ENGINEERING PLANS, CALCULATIONS, SPECIFICATIONS, AND SOILS REPORT.

ANGLE OF CROSSING WITH TRACKS 102° 22' 22"

PIPE CLASSIFICATION

PIPE SLOPE OR GRADIENT

CONTENTS TO BE HANDLED.

MINIMUM DIAMETER

PIPE MATERIAL

SPECIFICATION AND GRADE

WALL THICKNESS

OPERATING PRESSURE/MAXIMUM PRESSURE

MINIMUM YIELD STRENGTH

TYPE OF JOINT

COATING MATERIAL

LENGTH OF INSTALLATION

LENGTH OF CASING (ACTUAL)

DISTANCE OF CASING PERPENDICULAR FROM CENTERLINE OF TRACK

VERTICAL CURVE SIZE

DISTANCE TO SHUT-OFF VALVES ON EACH SIDE OF R/W

BURIAL BASE OF PIPE TO TOP OF CASING

BURIAL ROADWAY DITCHES

TYPE, SIZE AND SPACING OF INSULATIONS ON SUPPORTS

SEALS AT ENDS OF CASING BOTH ENDS

CASING PROTECTION

CONDUIT FILLER

DISTANCE FROM TRACK CENTERLINE

DEPTH OF BURIAL TO TOP OF PIPE

HEIGHT FROM BASE OF NAIL TO TOP OF PIPE

DESIGN FACTOR

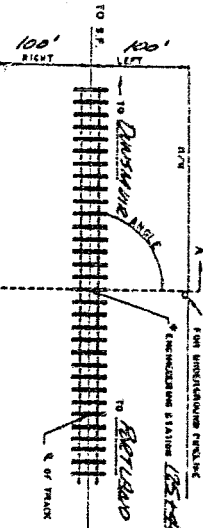
APPROXIMATE DATE WORK WILL BE DONE

MINIMUM OF 5 DAYS NOTICE REQUIRED PRIOR TO ENTRY FOR CONSTRUCTION

UNDERGROUND FIBER OPTIC CABLE MAY BE LOCATED ON RIGHT-OF-WAY. CONTACT

S.P. TELECOM AT 800 283-4237 TO VERIFY LOCATION AND PRIOR TO DIGGING.

INFORMATION BY RAILROAD See Attached



PLAN OF PIPELINE

IF CROSSING OR RAILROAD TRACKS ARE THE SAME AS THE TRACK CROSSING, FROM EXISTING STRUCTURE OR CENTERLINE OF ROADWAY TRUCK CROSSING.

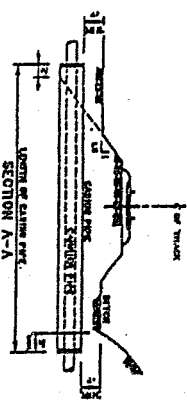
MATERIALS AND INSTALLATION PER S.P. DRAWING NO. C.C. 1742

UNDERGROUND SIGNAL OR COMMUNICATION LINE INVOLVED.

FIREMANTIC LINE INVOLVED.

SIGNALING PLAN AND CALCULATIONS REQUIRED PRIOR TO CONSTRUCTION.

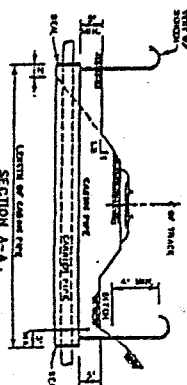
REFERENCE TO ASSIGNED BLANKET AGREEMENT NO.



PIPELINE CARRYING NON-FLAMMABLE SUBSTANCES

SEE C.S. 1741

NO SCALE



PIPELINE CARRYING FLAMMABLE SUBSTANCES

SEE C.S. 1742

NO SCALE

SOUTHERN PACIFIC TRANSPORTATION CO.
ST. LOUIS SOUTHWESTERN RY. CO.
SOUTHERN PACIFIC CHICAGO ST. LOUIS CORP.
DATA REQUIRED FOR PROPOSED
PIPELINE ACROSS OR ALONG
RIGHT OF WAY
FORM C.C. 1742, SHEET 1, REVISED JAN. 1, 1990

RAILROAD CORP. <u>SP</u>	
STATION NO. <u>100+00</u>	
ROUTE NO. <u>100+00</u>	
MAIN LINE <u>100+00</u>	
BRANCH LINE <u>100+00</u>	
CROSSING <u>100+00</u>	
NO. OF TRACKS CROSSED <u>1</u>	
JOINT FACILITY LINE YES <u>NO</u>	
CROSSING OR R/W X-FREE <u>FRANCHISE</u>	
COUNTRY <u>KANAWHA</u>	
RAILROAD INSPECTION:	
REQUIRED <u>NO</u>	
ESTIMATED COST <u>NO</u>	
PHONE CALL FOR INSPECTION <u>NO</u>	
SECTION <u>100+00</u>	
DRAWING NO. <u>100+00</u>	
SHEET NO. <u>100+00</u>	
DATE <u>100+00</u>	
BY <u>100+00</u>	
CHECKED BY <u>100+00</u>	

Kirk

ATTACHMENT C

1. **STROUT**
 Pipelines included under these specifications are those intended to carry oil, gas, petroleum products, or other flammable, highly volatile, or hazardous substances under pressure.
2. **DEFINITIONS**
 a. Pipelines under railway tracks shall be buried and encased in a larger pipe or conduit called the casing pipe as indicated in Figure 1. Design shall be based on superimposed loads in combination with internal pressure, external loads and installation loads.
 b. Pipelines shall be installed under tracks by dry boring or jacking.
 c. Pipelines shall be located, where practicable, in cross tracks at approximately right angles to the track but preferably at not less than 45 degrees and shall not be placed within a certain distance of the track centerline. Pipelines shall be located under railway bridges, building and other structures, and shall be installed in such a manner as to avoid interference with the Chief Engineer's operations and then by special design as approved by the Chief Engineer.
 d. Steel carrier pipe under secondary or industry tracks or on other structures shall be installed under a railway track and be installed under casing by permission of the Chief Engineer.
 e. Pipelines laid longitudinally on railway right-of-way shall be located as far as practicable from any tracks or other important structures. If located within 50 feet of the center line of any track or where there is danger of damage from leakage to any bridge, building or structure, the casing pipe shall be encased or of special design as approved by the Chief Engineer.
 f. Any replacement of a carrier pipe shall be considered a new installation, subject to the requirements of these specifications.
 g. Signs to indicate location of pipeline, location of right-of-way line for crossing, and location of the "No Stop" zone for the pipeline company, are to be installed and maintained by the pipeline company.
 h. The Chief Engineer mentioned in these specifications is the Chief Engineer of the Railway Company.
3. **CARRIER PIPE**
 Pipelines carrying oil, liquefied petroleum gas, steam or manufactured gas and other flammable products shall be of metal and conform to the requirements of ANSI B-31.0 and ANSI B-31.1 and other applicable codes, except that the maximum allowable stresses for design of steel pipe shall not exceed the following percentages of the specified minimum yield strength of the pipe as determined by longitudinal joint tests:
 - a. Steel welded pipe under railway tracks that is protected with a steel casing (the following percentages apply to hoop stress):
 - (1) Seventy-five percent for installation on all pipelines.
 - (2) Fifty percent for pipelines carrying liquefied petroleum gas and other flammable liquids with low flash point.
 - (3) Sixty percent for installations on gas pipelines.
 - b. Steel pipe without a casing under secondary or industry tracks (the following percentages apply to the sum of the hoop stress due to the maximum anticipated internal pressure and the lateral ring stress due to external loads):
 - (1) Sixty percent for installations on all pipelines.
 - (2) Forty percent for pipelines carrying liquefied petroleum gas and other flammable liquids with low flash point.
 - (3) Fifty percent for installations on gas pipelines.
4. **CONSTRUCTION**
 a. Casing pipe shall be so constructed as to prevent leakage of any substance from the casing throughout its length, except through vent pipes. Casing shall be installed as described in Figure 1. Casing shall be installed under the railway, and with an even bottom (except for longitudinal occupancy), in accordance with the specifications of the American Railway Engineering and Electric Association (AREE), Chapter 1, Part 4.12.
 b. Dry bored or jacked installations shall have a bored hole diameter essentially the same as the outside diameter of the pipe plus the thickness of the protective casing. If voids should develop or if the bored hole is found to be greater than the outside diameter of the pipe, the void shall be filled with concrete. When other remedial measures are approved by the Chief Engineer, boring operations shall not be stopped if such stoppage would be detrimental to the railway.
 c. Tunneling operations shall be conducted as approved by the Chief Engineer. If voids are caused by the tunneling operation, they shall be filled by pressure grouting or by other approved methods which will provide proper support.
 d. Where casing and/or carrier pipe is cathodically protected, the Chief Engineer shall be notified and suitable test made to insure that other railway structures and facilities are adequately protected from the cathodic current in accordance with the recommendations of Reports of Corroding Committee on Cathodic Protection, published by the National Association of Corrosion Engineers.
5. **INSPECTION AND TESTING**
 a. Excavations and test pits shall be a minimum distance of twenty feet from the centerline of the nearest track. Swearing plans and calculations may be required to be submitted prior to construction per AISC manual and per supplement. 1. Fibre optic cable boxes may be used to determine if significant soil settlement has occurred. Applicant shall call prior to fiber optic test location and arrange inspection, digging to verify location and arrange inspection.
6. **INSPECTION AND TESTING**
 a. ANSI and applicable codes current at time of contracting the pipeline, shall govern the inspection and testing of the facility within the railway right-of-way except that the proof testing of strength of carrier pipe shall be in accordance with the applicable ANSI code.
7. **SUPPORTS**
 All supports, hangers or centering devices for the carrier pipe shall be so designed and constructed that no pipe shall be transmitted to the carrier pipe. The spacing of such supports longitudinally in the casing shall not be greater than 10 feet.
8. **SEALS**
 Both ends of the casing shall be suitably sealed to the outside of carrier pipe.
9. **VENTS**
 Casing pipe, unless otherwise authorized by the Chief Engineer or as stated below, shall be properly vented. Vent pipes shall be of sufficient diameter (but in no case less than 2 inches in diameter) and shall be attached near the end of casing and project through ground surface at right-of-way lines or as far as possible from center line of nearest track. Vents shall be in an approved location, right-of-way line, and shall be in an approved location. If not located on right-of-way line it is to be protected with rail posts or equivalent. Vent pipe to be vented and shall extend not less than 4 feet above ground surface. Top of vent pipe shall be fitted with down-turned elbow properly secured, or a rain-capped vent in locations subject to high winds and shall be supported above maximum elevation of high water and shall be supported and protected in a manner that meets the approval of the Chief Engineer. Vents shall be at least 4 feet vertically from aerial electric wires.

SOUTHERN PACIFIC LINES
COMMON STANDARD
PIPE LINES
FOR FLAMMABLE & HAZARDOUS
SUBSTANCES ACROSS OR ALONG
RIGHT OF WAY

NO SCALE
REVISED JAN. 1, 1980

PAC-31980-ND-03-17-82-REVISED

C.S.
1742
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10. DEPTH OF INSTALLATION

Refer to Figure 1 for minimum cover depths for pipeline crossings. Pipelines laid longitudinally on railway right-of-way 20 feet or less from the center line of track, shall be buried not less than 5 feet from ground surface to top of pipe. Where pipelines are laid more than 20 feet from center line of track, minimum cover shall be at least 4 feet.

11. SHUT-OFF VALVES

Accessible emergency shut-off valves shall be installed within effective distances each side of the railway as agreed to by the Chief Engineer and the pipeline company. Where pipelines are provided with automatic central stations at locations and within distances approved by the Chief Engineer, no additional valves shall be required.

12. APPROVAL OF PLANS

Plans for proposed installation shall be submitted to Regional Engineer and must meet the approval of the Chief Engineer before construction is begun. Plans shall be drawn to scale showing location of proposed pipeline survey railway tracks, single or double track, right-of-way, track and railway facilities, station, right-of-way, and any other features of the pipeline, such as valves, manholes, vents, crossings, etc., located on railway property.

Cross section of profile shall show pipe line and appurtenances, features as to the tracks and surrounding ground.

The attention of the work on railway right-of-way shall be subject to the inspection and direction of the Regional Engineer or his authorized representative.

The plans shall contain the data that is required on the application form (C.E. 41708, SR. II). The application form shall be completely filled in.

13. EXECUTION OF WORK

The Pipeline Agreement and Contractor's Right of Entry Agreement shall be fully executed before any work will be allowed on railway right-of-way. The execution of the work on railway right-of-way, including the supporting of tracks, shall be subject to the inspection and direction of the Regional Engineer. A minimum 3 days notice to railway is required prior to entry on right-of-way for construction.

Table 1
Data for Determining Minimum Size Casing

NOMINAL SIZE STEEL CARRIER	NOMINAL SIZE CASING
3/4"	2"
1"	2 1/2"
1 1/4"	3"
1 1/2"	3 1/2"
2"	4"
2 1/2"	4 1/2"
3"	5"
3 1/2"	6"
4"	6 1/2"
4 1/2"	7"
5"	7 1/2"
5 1/2"	8"
6"	8 1/2"
6 1/2"	9"
7"	9 1/2"
7 1/2"	10"
8"	10 1/2"
8 1/2"	11"
9"	11 1/2"
9 1/2"	12"
10"	12 1/2"
10 1/2"	13"
11"	13 1/2"
11 1/2"	14"
12"	14 1/2"
12 1/2"	15"
13"	15 1/2"
13 1/2"	16"
14"	16 1/2"
14 1/2"	17"
15"	17 1/2"
15 1/2"	18"
16"	18 1/2"
16 1/2"	19"
17"	19 1/2"
17 1/2"	20"
18"	20 1/2"
18 1/2"	21"
19"	21 1/2"
19 1/2"	22"
20"	22 1/2"
20 1/2"	23"
21"	23 1/2"
21 1/2"	24"
22"	24 1/2"
22 1/2"	25"
23"	25 1/2"
23 1/2"	26"
24"	26 1/2"
24 1/2"	27"
25"	27 1/2"
25 1/2"	28"
26"	28 1/2"
26 1/2"	29"
27"	29 1/2"
27 1/2"	30"
28"	30 1/2"
28 1/2"	31"
29"	31 1/2"
29 1/2"	32"
30"	32 1/2"
30 1/2"	33"
31"	33 1/2"
31 1/2"	34"
32"	34 1/2"
32 1/2"	35"
33"	35 1/2"
33 1/2"	36"
34"	36 1/2"
34 1/2"	37"
35"	37 1/2"
35 1/2"	38"
36"	38 1/2"
36 1/2"	39"
37"	39 1/2"
37 1/2"	40"
38"	40 1/2"
38 1/2"	41"
39"	41 1/2"
39 1/2"	42"
40"	42 1/2"
40 1/2"	43"
41"	43 1/2"
41 1/2"	44"
42"	44 1/2"
42 1/2"	45"
43"	45 1/2"
43 1/2"	46"
44"	46 1/2"
44 1/2"	47"
45"	47 1/2"
45 1/2"	48"
46"	48 1/2"
46 1/2"	49"
47"	49 1/2"
47 1/2"	50"
48"	50 1/2"
48 1/2"	51"
49"	51 1/2"
49 1/2"	52"
50"	52 1/2"
50 1/2"	53"
51"	53 1/2"
51 1/2"	54"
52"	54 1/2"
52 1/2"	55"
53"	55 1/2"
53 1/2"	56"
54"	56 1/2"
54 1/2"	57"
55"	57 1/2"
55 1/2"	58"
56"	58 1/2"
56 1/2"	59"
57"	59 1/2"
57 1/2"	60"
58"	60 1/2"
58 1/2"	61"
59"	61 1/2"
59 1/2"	62"
60"	62 1/2"
60 1/2"	63"
61"	63 1/2"
61 1/2"	64"
62"	64 1/2"
62 1/2"	65"
63"	65 1/2"
63 1/2"	66"
64"	66 1/2"
64 1/2"	67"
65"	67 1/2"
65 1/2"	68"
66"	68 1/2"
66 1/2"	69"
67"	69 1/2"
67 1/2"	70"
68"	70 1/2"
68 1/2"	71"
69"	71 1/2"
69 1/2"	72"
70"	72 1/2"
70 1/2"	73"
71"	73 1/2"
71 1/2"	74"
72"	74 1/2"
72 1/2"	75"
73"	75 1/2"
73 1/2"	76"
74"	76 1/2"
74 1/2"	77"
75"	77 1/2"
75 1/2"	78"
76"	78 1/2"
76 1/2"	79"
77"	79 1/2"
77 1/2"	80"
78"	80 1/2"
78 1/2"	81"
79"	81 1/2"
79 1/2"	82"
80"	82 1/2"
80 1/2"	83"
81"	83 1/2"
81 1/2"	84"
82"	84 1/2"
82 1/2"	85"
83"	85 1/2"
83 1/2"	86"
84"	86 1/2"
84 1/2"	87"
85"	87 1/2"
85 1/2"	88"
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228"	230 1

PK
5-11-92

31982

R.O.W. No. 0-KL-G049-R

Page 1 of 1

SOUTHERN PACIFIC T.P.T.N. CO. MP=CF-471.27
P.G.T. M.P. NO. 552.0

A strip of land of the uniform width of 50.00 feet located in the Northwest Quarter of Section 36, Township 32 South, Range 7 East, W.M., Klamath County, Oregon, and lying 25.00 feet on each side of the following described centerline, to wit:

Commencing at the Section Corner common to Sections 25, 26, 35, and 36 of Township 32 South, Range 7 East, W.M., Klamath County, Oregon; and run thence South 60° 06' 20" East (Bearings are Grid, Oregon Coordinate System of 1927, South Zone, and derived from control surveys performed by E.H. Schmidt Corporation for Pacific Gas Transmission Company), a distance of 1820.11 feet to a point on the Westerly Right of Way line of the Southern Pacific Railroad, said point lying approximately 30 feet Northerly of an existing Pacific Gas Transmission Company Pipeline, and being the TRUE POINT OF BEGINNING for this description; thence South 80° 24' 23" East, parallel to and approximately 30 feet Northerly of said existing pipeline, a distance of 207.05 feet to a point on the Easterly Right of Way line of said railroad, and the terminus of this description.

Containing 0.24 Acre, more or less.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

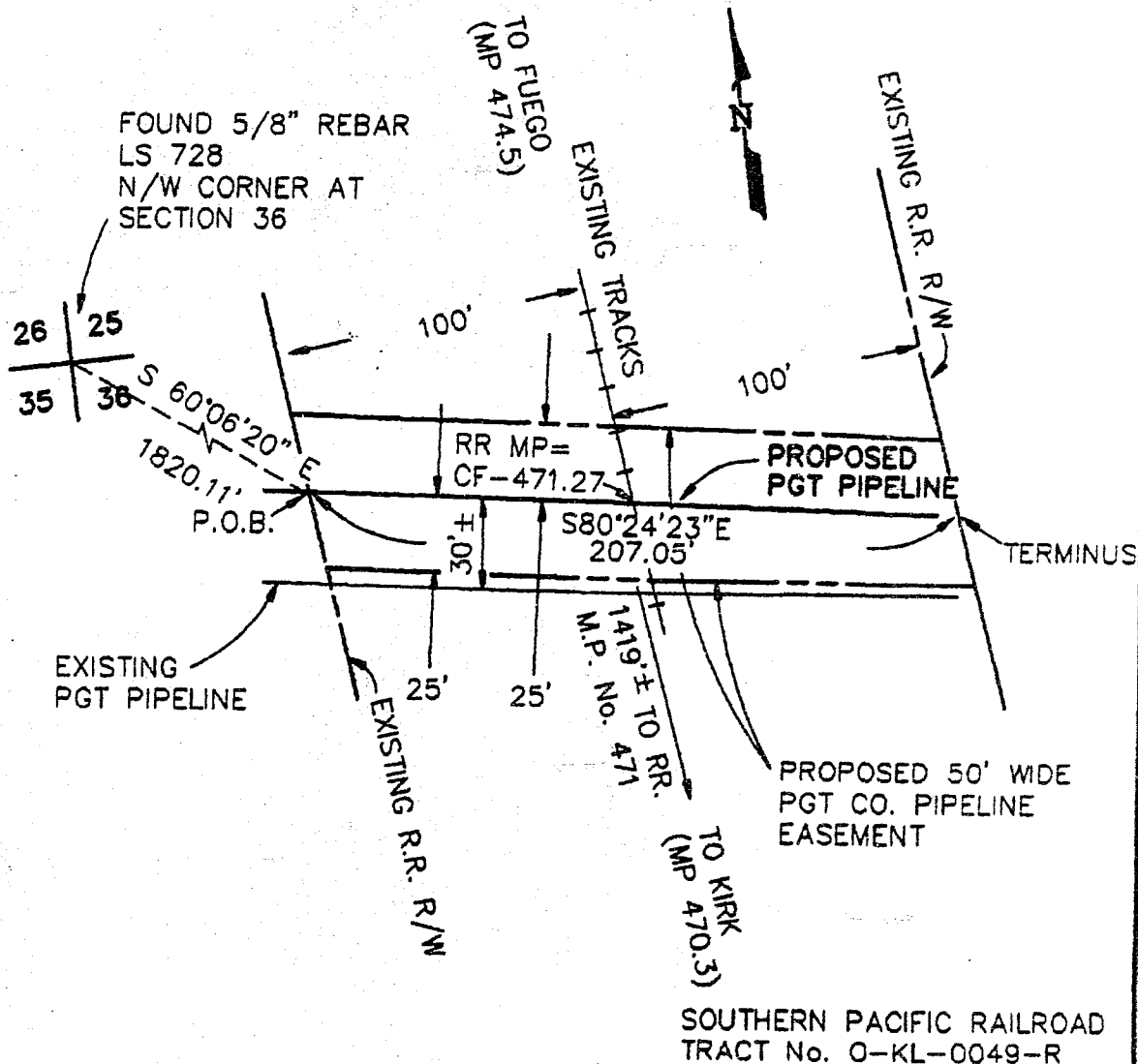


OREGON
JULY 28, 1966
DWIGHT M. BARTLESON
02166LS

Dwight M. Bartleson
Oregon Professional Land Surveyor No. 2166LS

April 14, 1992

KLAMATH COUNTY, OREGON
NW 1/4 of SEC. 36, T-32-S, R-7-E, W.M.
PGT M.P. 552.0



A. 10-8-91		ISSUED FOR AQUISITION	7779	DAA				
NO.	DATE	DESCRIPTION	W.O.	DR.	CH.	APPROVALS		
RECORD OF APPROVALS AND CHANGES								
W.O.	7779	PIPELINE CROSSING			SUPERSEDES			
SUPV	U.E.I.	SOUTHERN PACIFIC RAILROAD			SHEET 1 OF 1 SHEETS			
DSGN	U.E.I.	RIGHT-OF-WAY EASEMENT AT M.P. 552.0			DRAWING NUMBER			
DWN	U.E.I.	PACIFIC GAS TRANSMISSION COMPANY			700-E-RX-1148			
CHKD		SAN FRANCISCO, CALIFORNIA			CHANGE			
SCALE: 1" = 50'					B			

FILE INFO: 09/19/91 9:28 SN T12

PREPARED BY UNIVERSAL ENSCO, INC.

STATE OF OREGON: COUNTY OF KLAMATH: ss.

Filed for record at request of PGT the 13th day
 of Oct A.D., 19 94 at 2:29 o'clock P. M., and duly recorded in Vol. M94
 of Deeds on Page 31973

FEE 60.00

Evelyn Biehn County Clerk

By Donna G. Nordin