

2014-006416

Klamath County, Oregon



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06/17/2014 10:41:02 AM

Fee: \$117.00

### NOTICE OF CLAIM TO SEVERED MINERAL INTERESTS

This Statement of Claim is being made for the purpose of preserving mineral interest indicated on Exhibit A, attached hereto and made a part hereof, in the lands described on Exhibit A, located in Klamath County, Oregon of the undersigned owner, BURLINGTON RESOURCES OIL & GAS COMPANY L.P., a Delaware Partnership (formerly known as Meridian Oil Inc. and Burlington Resources Oil & Gas Company), and a wholly owned subsidiary of ConocoPhillips whose address is P.O. Box 7500, Bartlesville, Oklahoma 74005-7500

EXECUTED this 11<sup>th</sup> day of April, 2014

Return and Drafted By:  
ConocoPhillips Co.  
P.O. Box 7500  
Bartlesville, OK 74005  
Attn: Cindy Blevins

**BURLINGTON RESOURCES OIL & GAS COMPANY, L.P.**

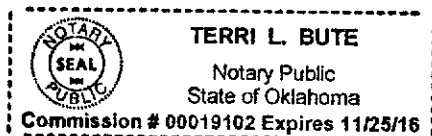
BY:

*Cindy D. Blevins*  
Cindy D. Blevins  
Attorney-in-Fact *[Signature]*

STATE OF OKLAHOMA                    )  
  ) ss.  
COUNTY OF OSAGE                    )

Before me, the undersigned, a Notary Public, within and for said County and State, on this 11<sup>th</sup> day of April, 2014, personally appeared Cindy D. Blevins, as Attorney-in-Fact for Burlington Resources Oil & Gas Company L.P., to me personally known to be the identical person who executed the within and foregoing instrument and acknowledged to me that she executed the same as her free and voluntary act and deed for the uses and purposed therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year last above written.



  
\_\_\_\_\_  
Terri L. Bute  
Notary Public

My Commission Expires:  
11/25/2016

## Exhibit A

Attached to and made a part of that certain Notice of Claim to Severed Mineral Interest dated April 11, 2014 for Klamath County, Oregon

File #	Date	Grantor	Rights Held	Bk	Pg	Rec #	Legal Description
M66512/000	11/27/89	Burlington Northern Railroad Company	Oil, Gas & Mineral	M89	24167	-	<p>Township 39 South, Range 9 East Sec 8: Lots 11, 12, 13 Sec 8: NE Sec 5: Lot 5</p> <p>Parcel 1</p> <p>All that portion of Lots 11 and 12, Section 8 and Lot 5, Section 5 in T39S, R9E of the W.M., Klamath County, Oregon, lying Southeasterly of a line drawn parallel with and distant 75.0 feet Southeasterly of, as measured at right angles to, Burlington Northern Railroad Main Track centerline, as now located and constructed.</p> <p>Sec 8: NE</p> <p>Parcel 2</p> <p>A portion of the NE of Section 8, T39S, R9E of the W.M., Klamath County, Oregon, described as follows, to-wit:</p> <p>Beginning at the Northwest corner of the NENE; thence S21 degrees 10'W to the point of intersection with a line drawn parallel with and distant 160.0 feet Northwesterly of, as measured at right angles to, Burlington Northern Railroad Company's (formerly Great</p>

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Northern Railway Company) Main Track centerline, as now located and constructed; thence Northeasterly parallel with said Main Track centerline to the point of intersection with the North line of said NE of Section 8; thence Westerly along said North line to the Point of Beginning.

Sec 8: Lot 13

Parcel 3

A portion of the Government Lot 13, Section 8, T39S, R9E of the W.M., Klamath County, Oregon, described as follows, to-wit:

Commencing at the point of intersection of the North line of said Section 8 and Burlington Northern Railroad Main

Track centerline, as now located and constructed; thence Southwesterly along said Main Track centerline a distance of 3549.6 feet; thence Southeasterly, at right angles to said Main Track centerline, to the point of intersection with an line drawn parallel with and distant 15.0 feet Southeasterly of, as measured at eight angles to, said Railroad Company's Log Dump Spur Track centerline, as now located and constructed, said point of intersection being the Point of Beginning of the

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parcel to be described; thence continuing, at right angles to said Main Track centerline, to the point of intersection with the Westerly shoreline of Klamath River; thence Northerly along said shoreline to the point of intersection with said line drawn parallel with the Log Dump Spur Track; thence Southwesterly parallel with said Log dump Spur Track to the True Point of Beginning.

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File #	Date	Grantor	Rights Held	Bk	Pg	Rec #	Legal Description
M66513/000	5/4/90	Burlington Northern Railroad Company	Oil, Gas & Mineral	M90	9060	✓	Township 41 South, Range 10 East Sec 2:  Parcel 1  All that portion of Blocks 9, 13, 14, 15 and 16 of Merrill Plats to the Town of Merrill, situated in the NESE of Section 2, T41S, R10E of the W.M., Klamath County, Oregon.  Blocks 9, 14, 15 and 16 lying between two lines drawn parallel with and distant 25.0 feet Northeasterly and 25.0 feet Southwesterly of, as measured radially to, Burlington Northern Railroad Company's (former Great Northern Railway Company) hereinafter described Chemult to Stateline Branch Line Main Track centerline.

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### Main Track Centerline Description

Commencing at the Southeast corner of Section 1, T14S, R10E of the W.M.; thence Northerly along the East line of said Section 1 a distance of 1088.30 feet to the Point of Beginning of the Main Track centerline to be described; thence reflecting Westerly 89 degrees 15'30" a distance of 4838.90 feet; thence Northerwesterly along a 02 degree 00' curve (delta=60 degrees 48') concave to the Northeast a distance of 3040.0 feet to a point of termination.

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File #	Date	Grantor	Rights Held	Bk	Pg	Rec #	Legal Description
M66514/000	11/12/88	Burlington Northern Railroad Company	Oil, Gas & Mineral	M89	9296		Township 39 South, Range 9 East

### Parcel 1

That portion of the NESE of Section 9, T39S, R9E, W.M., City of Klamath Falls, Klamath County, Oregon, described as follows, to-wit:

Beginning at the intersection of a line drawn parallel with and distant 50.0 feet Westerly of, as measured at right angles to, the East line of said NESE of Section 9 and a line drawn parallel with and distant 50.0 feet Southerly of, as measured at right angles to, the East-

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West centerline of said Section 9; thence Southerly parallel with said East line to the point of intersection with a line drawn parallel with and distant 330.0 feet Northerly of, as measured at right angles to, the South line of said NESE; thence Westerly parallel with said South line to the point of intersection with the West line of the E2NESE, thence Northerly along said West line to the point of intersection with said line drawn parallel with and distant 50.0 feet Southerly of the East-West centerline; thence Easterly parallel with said East-West centerline to the Point of Beginning.

### Parcel 2

That portion of the SESE of Section 9, T39S, R9E, W.M., City of Klamath Falls, Klamath County, Oregon, described as follows, to-wit:

Beginning at the intersection of the East line of said SESE of Section 9 and a line drawn parallel with and distant 100.0 feet Northeasterly of, as measured at right angles to, Burlington Northern Railroad Company's (formerly Great Northern Railway Company's) Northeasterly Ladder track centerline, as not located and constructed; thence Northwesterly parallel with said Ladder track centerline to the point of intersection

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with a line drawn parallel with and distant 132.0 feet Southerly of, as measured at right angles to, the North line of said SESE; thence Easterly parallel with said North line to the point of intersection with said East line of the SESE; thence Southerly along said East line to the Point of Beginning.

### Parcel 3

That portion of Tracts 13 through 16 of Altamont Ranch Tracts located in the SWSW of Section 10, T39S, R9E, W.M., described as follows, to-wit:

Beginning at the intersection of the South right-of-way line of Bristol Avenue (6th Avenue), according to the recorded plat thereof, and a line drawn parallel with and distant 25.0 feet Easterly of, as measured at right angles to, Burlington Northern Railroad Company's (formerly Great Northern Railway Company's) centerline of the Interchange Track with the Southern Pacific (formerly Oregon Central and Eastern), as now located and constructed; thence Southwesterly parallel with said track centerline to the point of intersection with the East line of said Tract 13; thence Southerly along said East line to the Southeast corner of said Tract 16; thence Westerly along the South line of said Tract 16 to



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the point of intersection with a line drawn parallel with and distant 100.0 feet Northeasterly of, as measured at right angles to, said Railroad Company's Main Track centerline, as now located and constructed; thence Northwesterly parallel with said Main Track centerline to the point of intersection with the West line of said Tract 15; thence Northerly along said West line to the Southwest corner of said Tract 14; thence Easterly along the South line of said Tract 14 to the point of intersection with a line drawn parallel with and distant 500.0 feet Westerly of, as measured at right angles to, the East line of said Tracts 13 and 14; thence Northerly along said parallel line to the point of intersection with said South right-of-way line of Bristol Avenue; thence Easterly along said South right-of-way line to the Point of Beginning.

### Parcel 4

That portion of Tract 1 of the Subdivision of Tracts Numbers 25 to 32, inclusive, of Altamont Ranch tracts located in Section 15, T39S, R9E, W.M., Klamath County, Oregon, described as follows, to-wit:

Beginning at the intersection of the West right-of-way line of Avalon Street, according to the recorded plat

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thereof, and the South right-of-way line of the U.S.R.S. A-3 irrigation canal as now located and constructed; thence Southerly along said West right-of-way line of Avalon Street a distance of 270.0 feet, more or less, to the Southeast corner of said Tract 1; thence Westerly along the South line of said Tract 1 to the point of intersection with a line drawn parallel with and distant 125.0 feet Northeasterly of, as measured at right angles to, Burlington Northern Railroad Company's (formerly Great Northern Railway Company's) Main Track centerline, as now located and constructed; thence Northwesterly parallel with said Main Track centerline a distance of 135.0 feet, more or less, to the point of intersection with a line drawn parallel with and distant 15.0 feet Easterly of, as measured at right angles to, the track centerline of the Easterly leg of the Wye track connecting said Interchange Track with said Railroad Company's Main Track; thence Northerly along said parallel line to the point of intersection with said south right-of-way line of the U.S.R.S. A-3 irrigation ditch; thence Easterly along said South right-of-way line to the Point of Beginning.

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M66515/000	1/20/89	Burlington Northern Railroad Company	Oil, Gas & Mineral	M89	11883		Township 41 South, Range 12 East Sec 16 & 21  A portion of the SW of Section 16 and Section 21, T41S, R12E, W.M., Klamath County, Oregon, described as follows, to-wit:  Beginning at the point of intersection of the South line of said Section 21 and a line drawn parallel with and distant 25.0 feet Easterly of, as measured at right angles to, Burlington Northern Railroad Company's (formerly Great Northern Railway Company) hereinafter described Klamath Falls, Oregon to Bieber, California Branch Line Main Track centerline; thence Northerly parallel with said Main Track centerline to the point of intersection with a line drawn parallel with and distant 9.0 feet Easterly of, as measured at right angles to, said Railroad Company's most Easterly passing track centerline, as now located and constructed; thence Northwesterly parallel with said Main Track centerline to the point of intersection with a line drawn parallel with and distant 8.5 feet Northerly of, as measured at right angles to, said Railroad Company's most

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Northeasterly ladder track centerline, as now located and constructed; thence Easterly parallel with the North line of the NE of said SW of Section 16 to the point of intersection with a line drawn concentric with and distant 200.0 feet Northeasterly of, as measured radially to, said Main Track centerline; thence Southeasterly parallel with said Main Track centerline to the point of intersection with the South line of said Section 16; thence Easterly along said South line of Section 16 to the Northwest corner of the NE of said Section 21; thence Southerly along the North-South centerline of said Section 21 to the point of intersection with a line drawn concentric with and distant 200.0 feet Northeasterly of, as measured radially to said Main Track centerline; thence Southeasterly parallel with said Main Track centerline to the point of intersection with a line drawn parallel with and distant 360.0 feet Southerly of, as measured at right angles to, said South line of Section 16; thence Easterly parallel with said South line of Section 16 a distance of 205.0 feet, more or less, to the point of intersection with the Northerly extension of a line drawn parallel with and distant 12.5 feet Westerly of, as measured at right angles to, said Railroad Company's most Easterly Spur track centerline; thence Southerly

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parallel with said most Easterly Spur track centerline and the Northerly extension thereof, to the point of intersection with a line drawn parallel with and distant 200.0 feet Easterly of, as measured at right angles to, said Main Track centerline; thence Southerly parallel with said Main Track centerline to the point of intersection with said South line of Section 21; thence Westerly along said south line of Section 21 to the True Point of Beginning.

### Main Track Centerline Description

Commencing at the Northeast corner of Section 17, T48N, R5E, of the Mt. Diablo Meridian, Modoc County, California; thence Westerly along the North line of said Section 17a distance of 457.2 feet to the point of intersection with said Main Track centerline to be described; thence deflecting in a Northerly direction 89 degrees 05' to the right a distance of 1717.0 feet to the point of curvature; thence along a curve concave to the West having 02 degree 00' of curvature (delta=89 degree 05') a distance of 3475.4 feet and there terminating  
Klamath County, Oregon