One day, Pete found himself on the wrong side of the tracks.
WALKWAYS IN YARDS AND POINTS WHERE INDUSTRIAL SWITCHING IS PERFORMED, BUT NOT LESS THAN 50 FT. IN ADVANCE OF SWITCH.

STANDARD NO. 6
STANDARD No. 3
WALKWAYS AT MAIN LINE SWITCHES ENTERING YARDS AND SERVING INDUSTRY TRACKS EXCEPT AS PROVIDED IN STANDARD No. 5
Boxcars

I

Saskatchewan!
GENERAL ORDER No. 26-D
(Supersedes General Order No. 26-C)

Public Utilities Commission of the
State of California

REGULATIONS GOVERNING CLEARANCES ON RAILROADS AND STREET RAILROADS
WITH REFERENCE TO SIDE AND OVERHEAD STRUCTURES, PARALLEL TRACKS,
CROSSINGS OF PUBLIC ROADS, HIGHWAYS AND STREETS.

ADOPTED JANUARY 19, 1948. EFFECTIVE FEBRUARY 1, 1948

As Amended:

Decision No. 49925, April 20, 1954, Effective May 10, 1954; Decision No. 55025, May 21,
1957, Effective June 10, 1957; Decision No. 58439, May 19, 1959, Effective June 8, 1959;
Decision No. 63722, May 22, 1962, Effective June 11, 1962; Decision No. 66725,
January 28, 1964, Effective February 17, 1964; Decision No. 68264, November 24,
1964, Effective December 14, 1964; Decision No. 74065, April 30, 1968, Effective May
20, 1968; Decision No. 74486, August 6, 1968, Effective August 26, 1968; Resolution
No. ET-1115, November 26, 1968, Decision No. 80051, May 16, 1972, Effective June
5, 1972; Decision No. 86809, January 5, 1977, Effective January 25, 1977; Decision No.

It is hereby Ordered by the Public Utilities Commission of the State
of California that the minimum clearance requirements for railroads
and street railroads hereinafter prescribed shall hereafter be observed
in this state in all construction or reconstruction of tracks or structures
adjacent to tracks.

It is hereby Further Ordered that no railroad or street railroad
corporation shall operate any cars, trains, motors, engines, or other
rolling equipment over its own or other tracks, except as hereinafter
provided, on which overhead or side clearances, or clearances
between tracks, are less than the minimum herein prescribed, if such
tracks or structures adjacent to such tracks are constructed or recon-
structed subsequent to the effective date hereof.

DEFINITIONS

Section 1
GENERAL ORDER No. 118-A

Public Utilities Commission of the
State of California

REGULATIONS GOVERNING THE CONSTRUCTION,
RECONSTRUCTION, AND MAINTENANCE OF WALKWAYS
ADJACENT TO RAILROAD TRACKAGE AND THE
CONTROL OF VEGETATION ADJACENT THERETO.

Adopted April 9, 1963  Effective April 29, 1963
Revised by D.09-10-XXX

1. Each railroad corporation operating in the State of California shall file with the Consumer Protection and Safety Division’s Railroad Operations and Safety Branch its standards for the construction, reconstruction and for the subsequent maintenance of walkways adjacent to its tracks as hereinafter required and any future changes or revisions thereof in accordance with the following provisions and shall hereafter, in the construction and reconstruction of its tracks and walkways, observe its standards filed with the Commission in accordance with the provisions of this General Order.

2. Each railroad corporation operating in the State of California shall file with the Consumer Protection and Safety Division’s Railroad Operations and Safety Branch any change or reissue of its standards for the construction and reconstruction of walkways adjacent to its tracks. No change or reissue of any such standard shall become effective less than five days after approval thereof by the Commission. If the Commission does not approve or disapprove any standard, change or reissue within 60 days after the filing thereof, the change or reissue shall be deemed to be approved. Any changes to the standards shall be reflected in the General Order and staff will publish the final revised General Order within 30 days of the effective date of the changes. If the Commission disapproves a proposed standard within the 60-day period, the railroad or railroads submitting such standard may file formal application thereafter to the Commission for approval of said standard.

3. The standards of each railroad corporation shall contain provisions for reasonably safe and adequate walkways adjacent to its tracks in all switching areas, and shall provide that all such walkways shall be maintained and kept reasonably free from vegetation as may be appropriate to prevailing conditions, and shall provide for abatement of weeds and brush adjacent to walkways as necessary to prevent the growth of objectionable vegetation encroaching upon such walkways.
H & H Engineering Construction, Inc.
Track Inspection Report

Track Owner/Lessee: ____________________________

Owner's Representative: ____________________________

Inspection Date: ________________
Sheet: _______ of ________ Report No.: ____________

Note: Tracks inspected must include all switches & railroad crossings in the tracks inspected.

**TURNOUTS INSPECTED**
(Designate Stations or MP)

<table>
<thead>
<tr>
<th>Item No.</th>
<th>TRACK</th>
<th>LOCATION</th>
<th>TRACK SPEED TRACK CLASS</th>
<th>FRA DEFECT / DESCRIPTION</th>
<th>REMEDIAL ACTION TAKEN</th>
<th>BY WHOM</th>
<th>MON. / DAY / YR.</th>
</tr>
</thead>
</table>

**INDUSTRY TRACKS INSPECTED**
(Designate Stations & Tracks Inspected)

<table>
<thead>
<tr>
<th>Item No.</th>
<th>TRACK</th>
<th>LOCATION</th>
<th>TRACK SPEED TRACK CLASS</th>
<th>FRA DEFECT / DESCRIPTION</th>
<th>REMEDIAL ACTION TAKEN</th>
<th>BY WHOM</th>
<th>MON. / DAY / YR.</th>
</tr>
</thead>
</table>

**RECORD OF EXCEPTIONS**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>TRACK</th>
<th>LOCATION</th>
<th>TRACK SPEED TRACK CLASS</th>
<th>FRA DEFECT / DESCRIPTION</th>
<th>REMEDIAL ACTION TAKEN</th>
<th>BY WHOM</th>
<th>MON. / DAY / YR.</th>
</tr>
</thead>
</table>

Distribution:
Original: (W) _______________ (FRA file)
Copy 1: (Y) Track Inspector's Copy: _______________
Copy 2: (P) H & H Engr. Const. Inc.: Service File
Copy 3: (Go) H & H Engr.: Admin. Audit File

Signature

H & H Track Inspector Date: __________

Signature

Date: __________

Data Base File: __________

© H & H Engr. Const., Inc.  TInsplH3 for 4/13 pas
### H & H ENGINEERING CONSTRUCTION, INC.

#### MAINTENANCE MEMORANDUM & WORK LIST

Date: Wednesday, September 18, 2013

<table>
<thead>
<tr>
<th>MP / Location</th>
<th>Defect / Condition</th>
<th>Comments / Information</th>
<th>Materials Required</th>
<th>Date Repaired</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>SIGNIFICANT ITEMS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>None found ...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>MAINTENANCE ITEMS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No maintenance items found ...</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Track designations provided by Jerome Rixter, H & H Engineering Construction, Inc.:** TXI Riverside Cement's responsibility for track begins at the compromise joints at the Port of Stockton lead track. North is toward the Port of Stockton track connection. South is toward the end of Riverside Cement's tracks. Right hand & left hand are determined facing south, toward the end of track. In turnouts, right hand & left hand are determined facing the point of switch.

**Note:** The use of Federal Railroad Administration track Defect Codes & "Comments / Information" is intended to provide a description of & basis for the track conditions noted, as an explanation to the track Owner & does NOT constitute a statement or acknowledgement that the condition(s) identified are at or exceed the allowable criteria of the FRA at the time of the track inspection.

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MTabRive.r39

*Signed:* Peter Schubbe 9/18/13
STANDARD No. 6

WALKWAYS IN YARDS AND POINTS WHERE INDUSTRIAL SWITCHING IS PERFORMED, BUT NOT LESS THAN 50 FT. IN ADVANCE OF SWITCH.