

ORIGINAL

Decision No. 1182.

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of
MINKLER SOUTHERN RAILWAY COMPANY, for
permission to construct its main line
track at grade across eleven (11))
streets or public highways, in the County)
of Tulare, State of California.)
Application No. 877.
.....

O R D E R

By the Commission,

MINKLER SOUTHERN RAILWAY COMPANY, a corporation, having on December 8, 1913 filed with the Commission an application for permission to construct its main line track at grade across eleven (11) streets or public highways, in the County of Tulare, State of California, as hereinafter indicated; and it appearing to the Commission that this is not a case in which a public hearing is necessary: that applicant has secured the necessary franchise or permit from the Board of Supervisors of said county to construct said track at grade; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets or public highways, and that the application should be granted subject to the conditions hereinafter specified;

IT IS HEREBY ORDERED that permission be hereby granted Minkler Southern Railway Company to construct its track at grade across certain streets or public highways, in said County of Tulare, State of California, as follows:

Crossing No. 1: A public highway at Engineer's Station 697 plus 76

Crossing No. 2: A public highway at Engineer's Station 761 plus 50

Crossing No. 3: A public highway at Engineer's Station 842 plus 79

Crossing No. 4: A public highway at Engineer's Station 870 plus 43

Crossing No. 5: A public highway at Engineer's Station 896 plus 83

Crossing No. 6: A public highway at Engineer's Station 923 plus 18

Crossing No. 7: A public highway at Engineer's Station 949 plus 48
Crossing No. 8: A public highway at Engineer's Station 1002 plus 26
Crossing No. 9: A public highway at Engineer's Station 1041 plus 51
Crossing No. 10: A public highway at Engineer's Station 1054 plus 95
Crossing No. 11: A public highway at Engineer's Station 1081 plus 37

All of the above as shown by the maps and profiles attached to the application and subject to the following conditions, viz:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) Applicant shall provide the necessary plank or guard rails for said crossings, and shall ballast same to a depth of not less than six (6) inches with first-class stone or gravel ballast. Said crossings shall be of a length sufficient to meet the demands of road traffic, in no case less than twenty-four (24) feet, with grades of approach not exceeding six (6) per cent.

(3) At the following crossings, viz:

Crossing No. 4: A public highway at Engineer's Station 870 + 43
Crossing No. 8: A public highway at Engineer's Station 1002 + 26
Crossing No. 9: A public highway at Engineer's Station 1041 + 51
Crossing No. 10: A public highway at Engineer's Station 1054 + 95
said Company shall construct and maintain at its own expense for the protection of each of said crossings, a first-class standard automatic flagman, which, upon the approach of a train shall display a red light, said light to have the motion of an inverted pendulum, and which shall, at the same time, automatically sound a warning bell. Attached to the support of this device shall be a first-class standard highway crossing sign, marked with

appropriate black letters, not less than six (6) inches in height, upon a white background. Before the installation of said device, or one of equal efficiency, plans and specifications for the same shall be filed with the Commission for its approval.

(4) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

Dated at San Francisco, California, this 31st
day of December, 1913.

John M. Estlin
H. L. Loveland
Edwin C. Edgerton

Commissioners.