

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 sixteen (16) )  
streets or public highways, in the )  
County of Fresno, State of California.)  
.....)

Application No. 783.

SUPPLEMENTAL ORDER.

By the Commission,

MINKLER SOUTHERN RAILWAY COMPANY, a corpo-  
ration, having on October 6, 1913 filed with the Commission an  
application for permission to construct its main line track at  
grade across certain public highways, in the County of Fresno,  
State of California, as hereinafter indicated; and the Commis-  
sion having on October 16, 1913 issued its Order in Application  
No. 783, granting said application subject to certain conditions  
as set forth in said Order; and said applicant having on November  
7, 1913 filed with the Commission a petition for rehearing in  
said Application No. 783, represents that condition No. 3, order-  
ing said railway company to construct and maintain at its own  
expense, for the protection of each of said crossings, a first-  
class standard automatic flagman of a certain description, as  
specified in said Order, is unnecessary under the conditions  
surrounding the crossings involved and excessively burdensome  
upon the applicant, <sup>that</sup> and its officers expect that during the next  
two or three years, and probably for a longer time, there will  
not be more than two trains each way over said line per day;  
that said railroad will be operated as a branch railroad, and  
the trains will be run, not as express trains on main line ser-  
vice, but at a less rate of speed, as is customary on branch  
lines.

The applicant further states that the physical conditions and circumstances surrounding each crossing are not such as to demand the precautions required by said Order at most, if any, of said crossings, either at the present time or for a considerable time to come, and prays that the matter may be fully investigated and such modifications and changes made in said Order as may upon such fuller investigation seem just.

The Commission having further investigated the crossings applied for in said Application, IT IS HEREBY ORDERED that permission be hereby granted Minckler Southern Railway Company to construct its track across the following streets or public highways, in Fresno County, California, viz:

Crossing No. 1. A public highway at engineer's station 1067 plus 55.

Crossing No. 2. A public highway at engineer's station 1055 plus 13.

Crossing No. 3. A public highway at engineer's station 996 plus 93.

Crossing No. 4. A public highway at engineer's station 946 plus 84.

Crossing No. 5. A public highway at engineer's station 919 plus 76.

Crossing No. 6. A public highway at engineer's station 893 plus 29.

Crossing No. 7. A public highway at engineer's station 865 plus 60.

Crossing No. 8. A public highway at engineer's station 833 plus 22.

Crossing No. 9. A public highway at engineer's station 793 plus 53.

Crossing No. 10. A public highway at engineer's station 664 plus 40.

Crossing No. 11. A public highway at engineer's station 622 plus 47.

Crossing No. 12. A public highway at engineer's station 611 plus 72.

Crossing No. 13. A public highway at engineer's station 578 plus 98.

Crossing No. 14. A public highway at engineer's station 492 plus 26.

Crossing No. 15. A public highway at engineer's station 449 plus 28, known as "National Boulevard".

Crossing No. 16. A public highway at engineer's station 409 plus 76, (being situated one-half in Tulare County and one-half in Fresno County).

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 Crossing No. 1, being a public highway at engineer's station 1067 plus 55, and at Crossing No. 2, being a public highway at engineer's station 1055 plus 13, 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. Cushman

H. L. Board

Edwin O. Edgerton

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Commissioners.