

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 thirty-three)
 (33) streets or public highways, in the)
 County of Tulare, California.)
)

Application No. 655.

SECOND SUPPLEMENTAL ORDER

By the Commission,

MINKLER SOUTHERN RAILWAY COMPANY, a corporation, having on July 23, 1913, filed with the Commission an application for permission to construct its main line track at grade across certain streets or public highways in the County of Tulare, State of California, as hereinafter indicated, and the Commission having on the 29th day of July, 1913, issued its Order in this Application, granting said application, subject to certain conditions as set forth in said Order, and said applicant having on October 24, 1913, filed with the Commission a petition for rehearing in said Application No. 655, representing that conditions surrounding certain crossings had been changed and asking for permission to construct certain of the crossings without protection of automatic flagmen, Supplemental Order was issued the 31st day of December, 1913, granting permission to construct all of the crossings covered by its petition and specifying certain crossings which were to be protected by automatic flagmen. It now appearing that one of the crossings so specified under changed conditions does not need the automatic flagman protection as specified in the Supplemental Order, and that another crossing not specified in the Supplemental Order as needing such protection does now need such protection,

IT IS HEREBY ORDERED that permission be hereby granted
Minkler Southern Railway Company to construct its track across the
following streets or public highways in Tulare County, California.,
viz:-

Crossing No. 1. A public highway at Engineer's Station
409 plus 76.1, (being situated one-half in Tulare County and
one-half in Fresno County).

Crossing No. 2. A public highway at engineer's station
406 plus 18.

Crossing No. 3. A public highway at engineer's station
362 plus 94.

Crossing No. 4. A public highway at engineer's station
342 plus 86.

Crossing No. 5. A public highway at engineer's station
327 plus 50.

Crossing No. 6. A public highway at engineer's station
313 plus 66.

Crossing No. 7. A public highway at engineer's station
228 plus 28.

Crossing No. 8. A public highway at engineer's station
202 plus 00.

Crossing No. 9. A public highway at engineer's station
200 plus 01.

Crossing No. 10. A public highway at engineer's station
174 plus 67.

Crossing No. 11. A public highway at engineer's station
148 plus 36.

Crossing No. 12. A public highway at engineer's station
122 plus 03.

Crossing No. 13. A public highway at engineer's station
95 plus 69.

Crossing No. 14. A public highway at engineer's station
42 plus 99.

16 plus	<u>Crossing No. 15.</u> 60.	A public highway at engineer's station
3 plus	<u>Crossing No. 16.</u> 77.	A public highway at engineer's station
56 plus	<u>Crossing No. 17.</u> 97.	A public highway at engineer's station
89 plus	<u>Crossing No. 18.</u> 12.	A public highway at engineer's station
130 plus	<u>Crossing No. 19.</u> 33.	A public highway at engineer's station
231 plus	<u>Crossing No. 20.</u> 39.	A public highway at engineer's station
300 plus	<u>Crossing No. 21.</u> 23.	A public highway at engineer's station
331 plus	<u>Crossing No. 22.</u> 49.	A public highway at engineer's station
387 plus	<u>Crossing No. 23.</u> 25.	A public highway at engineer's station
405 plus	<u>Crossing No. 24.</u> 44.	A public highway at engineer's station
406 plus	<u>Crossing No. 25.</u> 48.	A public highway at engineer's station
423 plus	<u>Crossing No. 26.</u> 89.	A public highway at engineer's station
444 plus	<u>Crossing No. 27.</u> 03.	A public highway at engineer's station
460 plus	<u>Crossing No. 28.</u> 98.	A public highway at engineer's station
481 plus	<u>Crossing No. 29.</u> 14.	A public highway at engineer's station
517 plus	<u>Crossing No. 30.</u> 31.	A public highway at engineer's station
547 plus	<u>Crossing No. 31.</u> 12.	A public highway at engineer's station
616 plus	<u>Crossing No. 32.</u> 77.	A public highway at engineer's station
624 plus	<u>Crossing No. 33.</u> 95.	A public highway at engineer's station

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 342 plus 86.

Crossing No. 6, a public highway at engineer's station 313 plus 66.

Crossing No. 32, a public highway at engineer's station 616 plus 77.

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 conven-

ionce and necessity demand such action.

Dated at San Francisco, California, this 12th day of
May, 1914.

John M. ...

H. ...

... Gordon

Commissioners.