

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.

Decision No. 1494

SUPPLEMENTAL ORDER

By the Commission,

MINKLER SOUTHERN RAILWAY COMPANY, a corpora-  
 tion, 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, order was  
 made on December 31, 1913, permitting the construction of said  
 crossings under terms set forth in Decision Number 1182. Since  
 that time the conditions surrounding certain of these crossings  
 having been changed; and inspection having been made by the  
 Commission, and it appearing reasonable and practicable to adequately  
 protect without automatic flagmen some of the crossings ordered  
 in the original Order to be so protected,

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 679 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 Crossing Number 8, a public highway at Engineer's Station 1002 plus 26, said Company shall construct and maintain at its own expense for the protection of said crossing, 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 12th day of  
May, 1914.

Wm M. Keckman

W. S. Loveland

Chas Gordon

Commissioners.