

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 823

In the matter of the application of)
MINKLER SOUTHERN RAILWAY COMPANY)
for permission to construct its main)
line track at grade across thirty-)
one (31) streets or public highways in)
the County of Tulare, California.)
.....)

Application 655.

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 thirty-one
(31) streets or public highways in the County of Tulare, 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 ap-
pearing that it is not reasonable nor practicable to avoid grade cross-
ings 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 across the following
streets or public highways in Tulare County, California: -

- Crossing No. 1- A public highway at engineer station 406 plus 18.
- Crossing No. 2- A public highway at engineer station 362 plus 94.
- Crossing No. 3- A public highway at engineer station 342 plus 86.
- Crossing No. 4- A public highway at engineer station 327 plus 50.
- Crossing No. 5- A public highway at engineer station 313 plus 66.
- Crossing No. 6- A public highway at engineer station 228 plus 28.
- Crossing No. 7- A public highway at engineer station 202 plus 00.
- Crossing No. 8- A public highway at engineer station 200 plus 01.
- Crossing No. 9- A public highway at engineer station 174 plus 67.
- Crossing No. 10- A public highway at engineer station 148 plus 36.

Crossing No. 11- A public highway at engineer station 122 plus 03.
Crossing No. 12- A public highway at engineer station 95 plus 69.
Crossing No. 13- A public highway at engineer station 42 plus 99.
Crossing No. 14- A public highway at engineer station 16 plus 60.
Crossing No. 15- A public highway at engineer station 3 plus 77.
Crossing No. 16- A public highway at engineer station 56 plus 97.
Crossing No. 17- A public highway at engineer station 89 plus 12.
Crossing No. 18- A public highway at engineer station 120 plus 33.
Crossing No. 19- A public highway at engineer station 231 plus 39.
Crossing No. 20- A public highway at engineer station 300 plus 23.
Crossing No. 21- A public highway at engineer station 331 plus 49.
Crossing No. 22- A public highway at engineer station 387 plus 25.
Crossing No. 23- A public highway at engineer station 405 plus 44.
Crossing No. 24- A public highway at engineer station 406 plus 48.
Crossing No. 25- A public highway at engineer station 423 plus 89.
Crossing No. 26- A public highway at engineer station 444 plus 03.
Crossing No. 27- A public highway at engineer station 460 plus 98.
Crossing No. 28- A public highway at engineer station 481 plus 14.
Crossing No. 29- A public highway at engineer station 517 plus 31.
Crossing No. 30- A public highway at engineer station 547 plus 12.
Crossing No. 31- A public highway at engineer station 616 plus 77.

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

(1) The entire expense of constructing the crossings, together with the cost of their maintenance hereafter 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) 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 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 29 day of July, 1913.

John Washburn

Max Thelen

Edwin O. Edgerton

Commissioners.