

ally fall into three groups, namely, those incident to the construction of the Minarets and Western Railway Company's track from Setch to Millsite in Fresno County; those incident to the construction of the Minarets & Western Railway Company's track from Friant in Fresno County to Partyman in Madera County; and the crossings incident to the construction of the Sugar Pine Lumber Company's track from Partyman to Camp Whiskers.

All of the crossings were applied for at grade excepting one in Fresno County and two in Madera County, over which it is proposed to carry the track on an overhead bridge.

No protest was made against the establishment of any of the crossings. The Engineering Department of the Commission made certain recommendations regarding the conditions under which the application should be granted, which recommendations were agreed to by applicant.

From the evidence submitted it appears that the application should be granted for all of the crossings, except the crossing of Fresno Avenue, in Section 27, T.12 S., R.20 E., M.D.B. & M., the crossing of the Friant-Crane Valley Road in Section 15, T.8 S., R. 22 E., M.D.B. & M., the crossing of the Friant-Crane Valley Road in Section 11, T. 8 S., R. 22 E., M.D.B. & M., and the crossing of the North Fork-Crane Valley Road in Section 2, ^{T 8 S.} R.22 E., M.D.B. & M.,

which three latter crossings the applicant advised it had found it could eliminate by means of line changes. The crossing of Fresno Avenue in Fresno County is located only about 500 feet easterly from the crossing of Blackstone Avenue and it appears that it would be entirely feasible to connect that portion of Fresno Avenue north of the railroad with Blackstone Avenue and thus divert all of the traffic to Blackstone Avenue which being an important thoroughfare should be protected by means of an automatic flagman.

O R D E R

Minarets & Western Railway Company and Sugar Pine Lumber Company having applied for permission to construct their respective

railroad tracks at grade across certain public roads and highways in the Counties of Fresno and Madera, State of California, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision.

IT IS HEREBY ORDERED, that permission be and it is hereby granted Minarets & Western Railway Company to construct its track, subject to the conditions hereinafter specified, at grade across the following named public roads in the County of Fresno, State of California:

Shepherd Avenue at a point which bears $S. 89^{\circ} 19' W.$, a distance of 490 feet more or less from the N.E. Corner of Section 25 T.12 S., R.20 E., M.D.B. & M., at engineer's station "Y" 7 plus 87.9 ;

Maple Avenue at a point which bears North $00^{\circ} 41' W.$, a distance of 56 feet more or less from the S.W. Corner of Section 24, T.12 S., R.20 E., M.D.B. & M., at engineer's station "A" 55 plus 25.4 ;

Millbrook Avenue at a point which bears $N. 00^{\circ} 45' W.$, a distance of 63 feet more or less from the S.W. corner of Section 23 T.12 S., R. 20 E., M.D.B. & M., at engineer's station "A" 107 plus 86.8 ;

Shepherd Avenue at a point which bears $S. 89^{\circ} 15' W.$, a distance of 483 feet more or less from the S.E. Corner of Section 22, T.12 S., R. 20 E., M.D.B. & M., at engineer's station "A" 112 plus 77.0 ;

First Avenue at a point which bears $S. 54^{\circ} 10' W.$, a distance of 3131 feet more or less from the N.E. Corner of Section 27, T. 12 S., R. 20 E. M.D.B. & M., at engineer's station "A" 140 plus 35 ; and

Blackstone Avenue at a point which bears $N. 48^{\circ} 4' W.$, a distance of 683 feet more or less from the S.E. Corner of Section 28, T.12 S., R. 20 E., M.D.B. & M., at engineer's station "A" 184 plus 37.6 ;

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted Minarets & Western Railway Company to construct its track, subject to the conditions hereinafter specified, above the following named public road in the County of Fresno, State of California;

Friant-Millerton Road at a point which bears $S. 45^{\circ} 08' E.$, a distance of 358 feet more or less from the N.W. Corner of Section 8, T.11 S., R. 21 E., M.D.B. & M., at engineer's station "L" 5 plus 29.0 ;

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted Minarets & Western Railway Company to construct its track, subject to the conditions hereinafter specified, at grade across the following named public roads in the County of Madera, State of California.

Friant-North Fork Road at a point which bears N.42° 50' E., a distance of 2192 feet more or less from the S.W. Corner of Section 30, T.10 S., R. 21 E., M.D.B. & M., at engineer's station "L" 163 plus 60.3 ;

Madera-Bellview Road at a point which bears N.54° 09' W., a distance of 2013 feet more or less from the S.E. Corner of Section 18, T. 10 S., R. 21 E. M.D.B. & M., at engineer's station "H" 271 plus 85.0 ;

Friant-North Fork Road at a point which bears S. 02° 44' E. 1179 feet more or less from the N.E. Corner of Section 8, T. 10 S., R. 21 E. M.D.B. & M., at engineer's station "H" 529 plus 17.0 ;

Friant-Hildreth Road at a point which bears N. 68° 22' W., a distance of 328 feet more or less from the S.E. Corner of Section 27, T. 9 S., R. 21 E., M.D.B. & M., at engineer's station "L" 783 plus 84.5 ;

Friant-North Fork Road at a point which bears S. 85° 21' E., a distance of 1512 feet more or less from the N.W. Corner of Section 33, T. 8 S., R. 22 E., M.D.B. & M., at engineer's station "K" 148 plus 25 ; and

Friant-North Fork Road at a point which bears N. 69° 30' E., a distance of 646 feet more or less from the S.W. Corner of the N.W. quarter of the N.W. quarter of Section 26, T.8 S., R. 22 E., M.D.B. & M., at engineer's station "L" 1877 plus 90.0 ;

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted Minarets & Western Railway Company to construct its track, subject to the conditions hereinafter specified, above the following named public roads in the County of Madera, State of California:

Friant-Sulphur Springs Road at a point which bears N. 06° 15' E., a distance of 853 feet more or less from the S.W. Corner of Section 5, T. 11 S., R. 21 E., M.D.B. & M., at engineer's station "L" 16 plus 42.0; and

Friant-North Fork Road at a point which bears S.44 56' E., a distance of 419 feet more or less from the N.W. Corner of the S.E. quarter of Section 1, T.9 S., R. 21 E., M.D.B. & M., at engineer's station "K" 540 plus 48.0 ;

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted the Sugar Pine Lumber Company to construct its track, subject to the conditions hereinafter specified, at grade across the following named public road in the County of Madera, State of California:

North Fork-Teaford Ranch Road at a point which bears N. 56° 25' E., a distance of 843 feet more or less from the S.W. Corner of Section 12, T. 8 S., R. 22 E., M.D.B. & M., at engineer's station "L" 57 plus 00 .

All of the above as shown by the exhibits filed with the application; said crossings to be constructed subject to the follow-

ing 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) Said grade crossings shall be constructed of a width of not less than twentyfour (24) feet, and shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Those grade crossings located between Setch and Mill-site shall have grades of approach not exceeding two (2) per cent; that grade crossing of the Friant-North Fork Road in Section 30, T. 10 S., R. 21 E., M.D.B. & M., at engineer's station "L" 163 plus 60.3 shall be constructed with grades of approach not exceeding five (5) per cent and all other grade crossings herein authorized shall have grades of approach not exceeding six (6) per cent.

(4) Automatic flagmen shall be installed at the expense of applicant, said flagmen to be of a type, and installed in accordance with plans or data, approved by the Commission, at each of the following grade crossings:

Blackstone Avenue crossing at engineer's station "A" 184 plus 37.6; the Madera-Bellview Road crossing in Section 18, T. 10 S., R. 21 E., M.D.B. & M., at engineer's station "H" 271 plus 85 and at the Friant-North Fork Road crossing in Section 8, T. 10 S., R. 21 E., M.D.B. & M., at engineer's station "E" 529 plus 17, except that at the Madera-Bellview Road crossing, the applicant may, at its option, remove a sufficient amount of the adjacent hillside so that vehicles located 100 feet easterly of the crossing may have an unobstructed view of trains located 500 feet northerly of the crossing.

(5) The crossing of the Friant-North Fork Road in Section 30, T. 10 S., R. 21 E., M.D.B. & M., at engineer's station "L" 163 plus 60 shall have a sufficient amount of the adjacent hillside removed so that a vehicle distant 40 feet easterly of the crossing shall have an unobstructed view of trains located 500 feet southerly of the crossing. Crossings of the Friant-Hildreth Road in Section 27, T. 9 S., R. 21 E., M.D. B. & M., at engineer's station "L" 783 plus 84.5 and of the Friant-North Fork Road in Section 26, T. 8 S., R. 22 E., M.D.B. & M., at engineer's station "L" 1877 plus 90 shall each have sufficient trees removed adjacent to the crossings so that vehicles 50 feet on either side of said crossings shall have an unobstructed view of trains located 300 feet each side of said crossings.

(6) The crossings to be constructed above the public roads shall be constructed in accordance with the provisions of this Commission's General Order No.26.

(7) Applicant shall, within thirty (30) days thereafter notify this Commission, in writing, of the completion of the installation of said crossings.

(8) The authorization herein granted for the installation of said crossings shall lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(9) 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 17th day of May,

1922.

H. B. Bourdige

Charles H. Howell

J. J. Pennington

Commissioners.