

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of
the COUNTY OF FRESNO for an order
directing The Atchison, Topeka and
Santa Fe Railway Company to increase
the width of the undergrade public
highway crossing in the Town of Laton,
in the S.E. 1/4 of Sec. 20, T.17 S.,
R.21 E., M.D.B. & M.
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ORIGINAL

Application No. 2402.

Henry Hawson, Assistant District Attorney, for applicant.
J. W. Walker for The Atchison, Topeka & Santa Fe Railway Company

GORDON, Commissioner.

O P I N I O N

This application was filed on July 8, 1916 and a public hearing was held at Laton, Fresno County, on September 16, 1916.

The undergrade crossing covered in this application is located on the main county road between the cities of Fresno and Hanford, county seats of Fresno and Kings Counties, respectively. The structure consists of an open deck trestle of three spans of unequal length. The most northerly span is 11'-10 $\frac{1}{2}$ " wide in the clear, the middle span is 14'-6" wide in the clear, and the southerly span is 12'-0" wide in the clear. The center span has a clear depth from bottom of stringers to top of road of 11'-9". The two end spans are partially filled with earth, and have in each case a clear depth of from 2'-6" at the abutments to 10'-4" at the pile bents of the center span. There is a board sidewalk 4 feet wide running through the most northerly span. Owing to the shallow overhead clearance at this crossing the deck of the trestle is very thin and is composed of 6"x8" ties laid flat on 4-7"x16" stringers under each rail.

This undergrade crossing was formerly a single span opening which was replaced in 1910 by the present creosoted

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structure, the life of which is estimated to be from 15 to 30 years. The renewal and widening of the structure was probably caused by the high maintenance cost of the tall unsupported bulkheads and to the fact that several school children were nearly run down in the single opening by automobiles. The increase in length of this trestle has not, however, increased the capacity of the subway for traffic, which amounts to some 500 vehicles per day, except for the sidewalk above noted.

Observations made on the ground by the Commission's engineer show that two teams or automobiles cannot pass within the limits of this subway and that bulky loads, such as hay, have considerable difficulty in going under it.

From the evidence submitted I find that the present undergrade crossing was approved when constructed, in 1910, by a former Supervisor. I also find that the railroad company and the present Supervisor of this district agreed on the necessary improvements required at this subway, and have also agreed on the division of the cost.

After due consideration I recommend the following form of order:

O R D E R

Fresno County, California, having applied to the Commission for an order directing The Atchison, Topeka and Santa Fe Railway Company to increase the width of the undergrade public highway crossing in the Town of Laton; and a public hearing having been held; and it appearing that the application should be granted subject to certain conditions;

IT IS HEREBY ORDERED, That The Atchison, Topeka and Santa Fe Railway Company construct an additional span and a new bulkhead on the southerly end of the present trestle; remove the earth in the present center and southerly spans to a depth of nine (9) inches below the surface of the present road in the

center span; remove the bulkhead plank in the present five-pile bulkhead and bring said bulkhead bent up to standard six-pile construction.

The expense of the improvements above ordered shall be borne equally by The Atchison, Topeka, and Santa Fe Railway Company and the County of Fresno, providing the total cost of same shall not exceed Six Hundred (\$600.) Dollars; in case the total cost shall exceed Six Hundred (\$600.) Dollars, the amount to be paid by the County of Fresno shall be Three Hundred (\$300.) Dollars, and the balance shall be paid by The Atchison, Topeka, and Santa Fe Railway Company.

The expense of maintaining the improvements ordered shall be borne by The Atchison, Topeka, and Santa Fe Railway Company.

The Commission reserves the right to make such further orders relative to the construction, operation, maintenance, and protection of said undergrade crossing as to it may seem right and proper.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 28th day of September, 1916.

Max Thelen
H. H. Howard
Alfred Gordon
Frank P. Devlin

Commissioners.