

### THE ACCIDENT ON THE GREAT NORTHERN

Further particulars are now available of the accident from an avalanche which occurred to the electrical equipment of the Great Northern Railroad at the Cascade Tunnel, Washington. The slide which caused the disaster occurred at Wellington at the western end of the tunnel at 1:45 a. m. on March 1 and carried into the gulch south of the tracks all four of the electric locomotives, with two trains, three steam locomotives and a steam rotary snow plow. One of the electric locomotives was in the inspection shed which was also swept off by the avalanche. A considerable part of the overhead equipment, including one anchor bridge, was also destroyed.

It is impossible as yet to determine the extent of the damage to the electric locomotive, but as the distance which they were carried was not very great, it is thought that the injuries will consist more of that caused by the effect of the snow on the insulation of the motors, contactors, etc., rather than any me-



Views Showing the Disaster to the Three-Phase Equipment of the Cascade Tunnel—Great Northern Railroad

chanical damage. If much of the apparatus has to be rewound, it will probably be some six months before electric service can be resumed, owing to the fact that the locomotives will probably have to be taken to Seattle or some other city for repair. The accompanying photographic views of the disaster were obtained by this paper through the courtesy of Dr. Cary T. Hutchinson, consulting engineer for the electrical equipment of the Cascade Tunnel.

W. C. Brown, president of the New York Central & Hudson River Railroad, makes the following reference to the electric railway interests of the company in his annual report for the year 1909: "In pursuance of the plan outlined in last year's report for the consolidation and merger of several electric railway companies into a corporation to be known as the New York State Railways, various exchanges of capital stock have been made with the result that this company's holdings in electric railway corporations now stand as follows: New York State Railways, 133,650 shares; Ontario Light & Traction Company, 600 shares; Rochester Electric Railway, 1043 shares, and Rochester & Suburban Railway, 2404 shares."

### DETROIT ORDINANCE

The Committee of Fifty appointed by Mayor Breitmeyer, of Detroit, a little over a year ago to study and prepare a solution of the street railway problem on the expiration of Detroit United Railway franchises, has completed its work and has submitted it to the Common Council in the form of an ordinance. The plan of settlement will be presented to the Detroit United Railway for its approval, if it may be secured, before submitting to the voters for approval in May, should the Council accept the plan of settlement proposed.

The ordinance follows in many respects the Tayler settlement adopted in Cleveland. It provides for an initial fare of eight tickets for a quarter for eight months after the acceptance of the franchise, but allows an increase or decrease of fares within prescribed limits, at stated intervals, to enable the company to pay a dividend of 6 per cent upon an appraised valuation of its property and upon the cost of future exten-

sions. The ordinance provides the way in which the appraisal shall be made. A maximum fare of eight tickets for a quarter between 5 a. m. and 8 a. m. and between 4:30 p. m. and 6:30 p. m. and six tickets for a quarter the rest of the day, with universal transfers, is permitted if necessary to pay the dividend mentioned above. The minimum that may be required is 10 tickets for a quarter. The cash fare in all cases is to be 5 cents. The present fare shall be maintained on the present low-fare lines.

The company shall establish a depreciation, replacement and renewal fund which is to be credited with 3 cents for each car-mile run. Provision is made for purchase by the city at any time on two years' notice. A non-salaried commission of five is given power of supervision of the details of operating the systems. The expenses of this commission shall be paid by the company, but are not to exceed 1 per cent of the company's operating expenses except during the construction period when they may be higher.

The Tokyo Electric Railway has completed an electric railway between Shinagawa and Akabane, a distance of 20 miles.