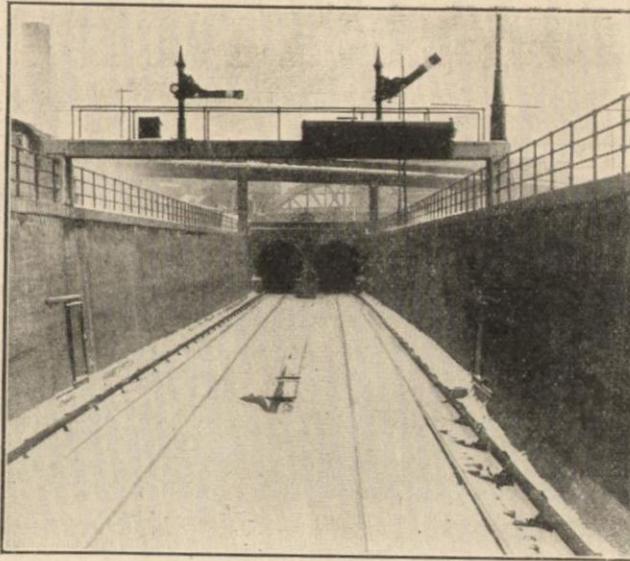


## Michigan Central's Twin-Tube Tunnel Between Detroit and Windsor Now In Use Twenty-one Years

**T**HE twenty-first anniversary of the Detroit twin-tube tunnel, used exclusively by the Michigan Central Railroad, will be celebrated this year both by that road and by shippers. The twin-tube, the only one of its kind in existence, is a unique railroad facility, for, being free from all climatic interference, it enables the Michigan Central to give a service to its patrons that is unequaled by any other railroad using the Detroit-Windsor, Ont., gateway.

The tunnel is one and three-eighths miles in length from portal to portal, and two and one-half miles from summit to grade. Only electric locomotives, insuring speed and safety, are used in the tunnel.

Prior to the opening of the Detroit River tunnel, ten car ferries were abandoned by the Michigan Central as they were no longer necessary for its purposes. When those ferries, with those of other railroads, were in use, the peak year covering all carload traffic ferried across the river by all Detroit showed in round numbers, 735,000 cars. Now, however, through the use of the twin-tube tunnel, the Michigan



Central is enabled to care for triple that number whenever the situation warrants. In building the tunnel, the railroad was looking far into the future, and will be able to handle any traffic that might, through extraordinary conditions, prohibit the use of ferries.

Now that the winter months are offering hazardous crossing to the remaining ferry boats on the Detroit River, the use of the tunnel is especially appreciated by shippers. Fast

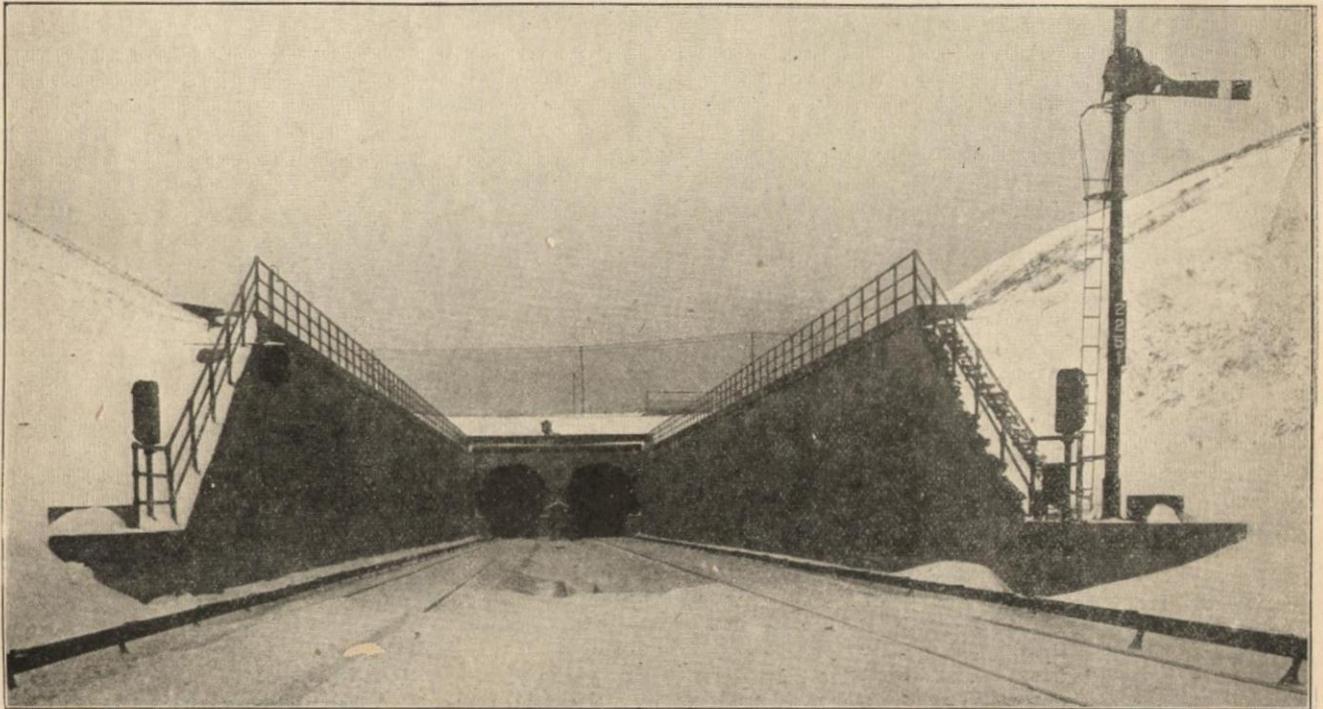
freight demands uninterrupted service, and the Michigan Central, by the elimination of the old, obsolete car ferries, is the only line in the Detroit district that is able to offer such service.

A distinct honor was paid the Michigan Central, when the builder of the vehicular and pedestrian tunnel between Detroit and Windsor, now under construction, patterned it after and made it the same type as the Detroit River tunnel used by the Michigan Central. Thus was the efficiency of that type of tube proved and the service, which can be afforded through a railroad facility such as the Michigan Central constructed, realized.

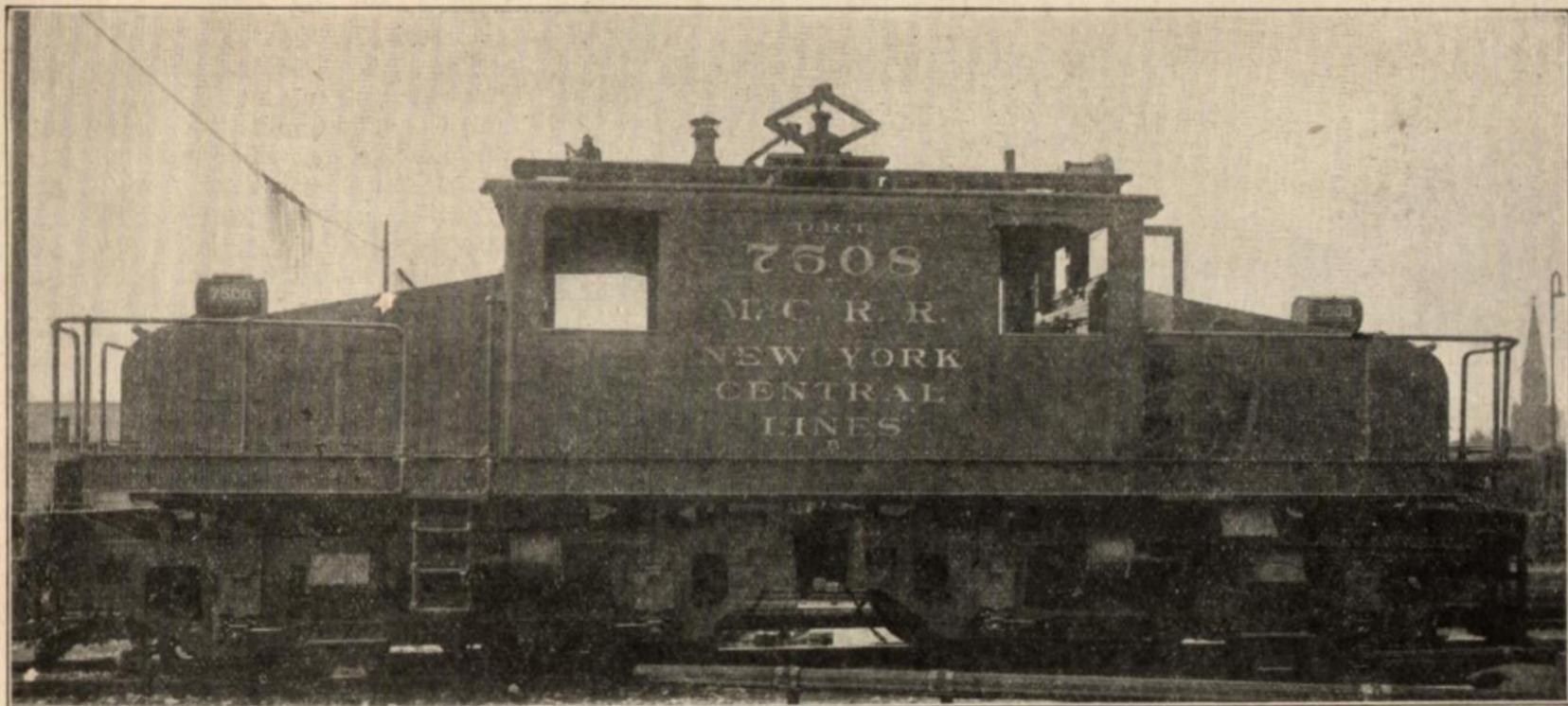
### Engineman Stops Leak of Grain

WITH ALL THE FORCES of the New York Central Lines actively campaigning to prevent claims, the action of F. H. Dietrick, Engineman at Hillsdale, Mich., in stopping a profuse leak in a grain car enroute from Homer, Mich., for delivery to the Michigan Central at Albion, is pleasing.

Superintendent E. R. Bissell, Lansing Division, thanked and commended Engineman Dietrick for his service.



Above is shown the American and below the Canadian portal of the twin-tube tunnel of the Michigan Central under the Detroit River between Detroit, Mich., and Windsor, Ont., which begins its twenty-first year of operation in 1930.



One of the electric locomotives used by the Michigan Central in the twin-tube tunnel which connects Detroit with Windsor, Ont., by speedy rail service under the Detroit River. These efficient locomotives are one of the important factors in the satisfactory all-season transportation provided by the Michigan Central at this point.