

Pere Marquette Is Merged Into C. & O. Rail Chain

CLEVELAND, June 9.—Consummation of the merger of the Pere Marquette Railway into the Chesapeake and Ohio Railway Co. has been announced by Robert J. Bowman, president of the two lines.

Joining of the two lines became effective with the filing of the merger agreement with the Secretary of State of Michigan and the State Corporation Commission of Virginia, he reported.

"Pere Marquette thus ceased to exist as a separate corporation," Bowman said. "It is now an integral part of the Chesapeake and Ohio."

The Pere Marquette name, however, will be perpetuated in the twin stream-lined passenger trains operating between Grand Rapids and Detroit, he added.

Seventh Largest Road

Bowman said, will make the C. & O. the seventh largest railroad in the country in the point of operating. The line now will have approximately 5,000 miles of main-

line track, extending from the eastern seaboard to the lower Michigan peninsula and through Detroit to St. Thomas, Ont. Track rights extend from St. Thomas to Buffalo.

The last obstacle to the merger was removed when a three-judge federal court in Alexandria, Va., refused to issue a temporary injunction to halt joining of the two lines. The court order was sought by a group representing the Joseph Koshland Trust, which had major holdings in Pere Marquette's five per cent cumulative preferred stock.

Under terms of the merger agreement, each share of Pere Marquette prior preference stock is to be exchanged for one share of C. & O. convertible preferred and 1-3 share of C. & O. common stock. Each share of Pere Marquette preferred is to be exchanged for one share of C. & O. convertible preferred and 4-10 share of C. & O. common. Each share of Pere Marquette common is to be exchanged for one-half share of C. & O. common.

June 9 1947

PERE MARQUETTE TO RUN FIRST PASSENGER TRAIN SINCE 1929

Special Planned for July 19 to Big Postwar Outing of A.A. to Lansing, Mich.; Big Crowd Expected; Other Items

Officials of the Pere Marquette Athletic Association and officials at the St. Thomas Terminal of the Canadian Division of the Pere Marquette Railway System announced jointly Thursday that plans had been completed for the operation of a special train from St. Thomas to Lansing, Mich., Saturday, July 19, in connection with the first postwar picnic and football meet. The last passenger train to be operated out of St. Thomas by the Pere Marquette was in 1929. Mixed trains handling both freight and passenger business are operated daily, but no regular passenger trains. Charles (Chuck) Smale, president of the P.M.A.A., announced that about 400 members and associate members had been lined up for the special to leave St. Thomas at 5 a.m. E.S.T. or 6 a.m. D.T. Fare for the associate members not working on the Pere Marquette will be \$1.25 return. Permission to operate the special was obtained by Charles Smale, divisional superintendent, from head offices in Detroit. Those who wish to enjoy the journey to Lansing are requested to telephone their names to Mr. Smale at 3013-W or call the superintendent's office 601.

Will Be 8 Coaches

Additional information about the schedule of the train reveals that it will leave St. Thomas at 5 a.m. E.S.T. and reach Blenheim at 6.05 a.m. and at Leamington at 7 a.m. John A. Martin, chairman

of the transportation committee in Detroit, reported to Mr. Smale that the ticket for associate members not working on the Pere Marquette would be \$1.25 return. The same rate will apply for those from Blenheim and Leamington. The train will be made up of eight coaches and one baggage car. An elaborate program of races and sports has been lined up for both young and old and the event promises to surpass even those held in previous days. Plans have been made also to take along the St. Thomas Pipe Band to Lansing.

Details of Falls' Fatality

Further details of the double fatality which occurred on the Joint C.N.R.-Wabash Division at Niagara Falls, Ont., at 4.40 a.m. Wednesday have been learned from the Niagara Falls Review. A locomotive and a caboose pulling over Highway No. 20 in Stamford crashed through the side of the car. The victims were identified as Chris Anton Donachy, 42, of 7119 Stephenson avenue, and Kenneth C. Goodridge, 32, of 415 2nd street, both Niagara Falls, N. Y. Dr. E. T. Kellam, C.N.R. surgeon, was called to the scene and pronounced the two men dead. He turned the case over to Coroner Dr. J. L. Macdonay who announced that he will call an inquest. The date of the inquest will be announced after a conference with Crown Attorney T. F. Forestell, K. C.

Provincial Constable H. G. Wil-

kins and Stamford Constable Norton Evans rushed to the scene and discovered the two victims lying beside the road. The automobile, it is said, was proceeding east on the highway toward the Falls. The locomotive and caboose in charge of Engineer Paddy Arrell of St. Thomas and Conductor R. Scoville of Windsor, were operating on the swing run. The train was en route to Welland Junction. The train came to a stop about 100 yards past the intersection and the impact of the crash hurled the automobile and occupants into a ditch. The cow catcher was torn off the front of the engine. No eye-witnesses of the accident were located. However, it is understood that members of the crews on the train saw the car approaching but believed that it would stop at the crossing as there was plenty of time. Police are conducting an investigation.

Promotion on C. P. R.

O. R. Barefoot has been appointed superintendent of motive power and car department, eastern lines of the C.P.R. He succeeds J. D. Muir who retired on July 1. P. J. Johnson, formerly district master-mechanic at Montreal, succeeds Mr. Barefoot as assistant superintendent of the department. Mr. Muir's retirement comes after 42 years of company service which started as a fitter at Moose Jaw, Sask. He had been superintendent of motive power at Toronto since 1937 when he came to Toronto from Winnipeg where he had been assistant superintendent of motive power, western lines, for nine years.

Railroad Items

Alex B. Saunders, joint divisional superintendent of the St. Thomas Division of the C.N.R. and the Buffalo Division of the Wabash Railroad Company, was in Windsor on Wednesday, looking over conditions.

Local soil types reported loading heavy this week as American plans speeded up in order to make way for the July 4 holiday on Friday and subsequent long weekend.

July 3 1947

Four Hurt as P.M. Switch Engine Rammed by Freight

DETROIT, July 4.—Four train men were injured when a Pere Marquette freight, bound for Grand Rapids, plowed into a switching train moving into a siding near the Evergreen crossing in Detroit Thursday.

The injured are:

Frank Van Horn, 60, of Grand Rapids, engineer of the Westbound freight; seriously injured.

Arthur Lamange, 26, of Grand Rapids, Van Horn's fireman; minor injuries.

Gray Williams, 24 of Grand Rapids, Van Horn's brakeman; minor injuries.

Ernest Lind, 49, of 5328 Oregon, engineer of the switching train; shaken up.

Witnesses said the freight struck one of the cars of the other train before it had cleared the switch from the main line tracks to the siding.

The locomotive of the west-bound train turned over on its side after the collision and four of the 26 cars were derailed.

Diesel Motors Spilled

Four cars of the switching train also were derailed, but the Diesel switch engine remained upright.

A number of Diesel motors, which were being carried on flat cars on the westbound freight, were spilled along the right-of-way.

M. M. Cronk, vice-president and

general manager of the Chesapeake & Ohio, Pere Marquette district, said the railroad would launch an immediate investigation in conjunction with the Interstate Commerce Commission. He said the wreck did not delay traffic on the road.

Patrolman James Whittedge, of the Accident Prevention Bureau, said both engineers contended they had the right of way.

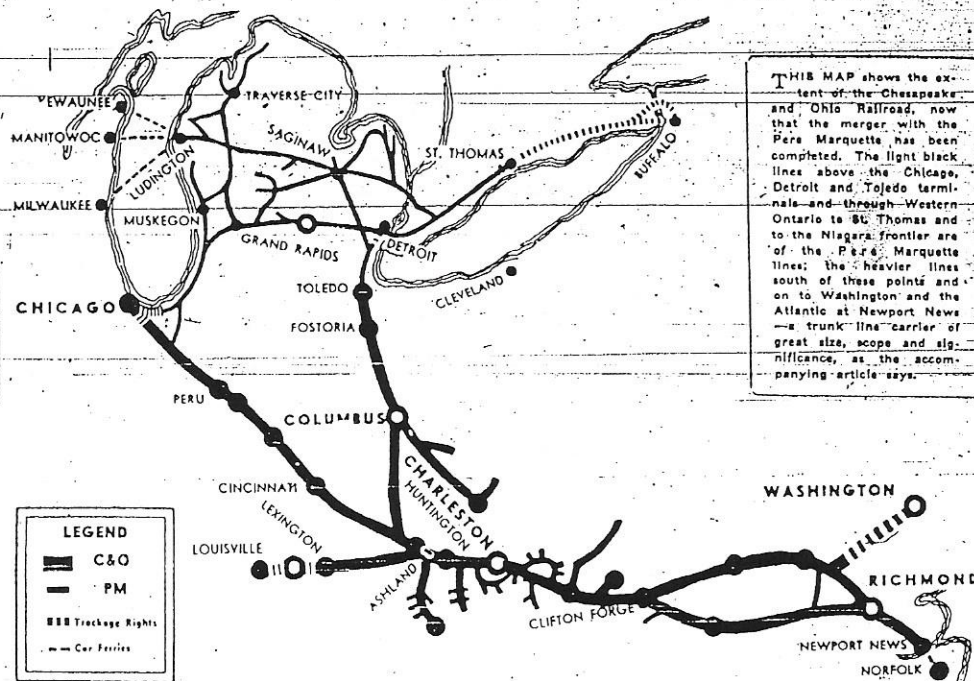
The crash was witnessed by Josephine Muscat, 22, of 12631 Stout. She was watching from a window of her home while talking on the telephone to Raymond Suarez, 26, of 13597 Stout. He heard the crash through the receiver, dropped the phone and ran to the Muscat home, thinking there had been an explosion there.

Toronto Man's Body On London River Bank

LONDON, Ont., July 4.—The body of a man tentatively identified as James Wallace, 67, of Toronto, was found Thursday on the banks of the Thames River here. Police said he had apparently died of a heart attack and that an inquest would not likely be held. On his person was a letter addressed to "James Wallace, House of Providence, 65 Power street, Toronto," and an army discharge paper dated 1917, giving his age then as 37.

July 4
1947

Merger of C. & O., P. M. Makes Trunk Line Carrier of Great Size, Scope, Significance



THIS MAP shows the extent of the Chesapeake and Ohio Railroad, now that the merger with the Pere Marquette has been completed. The light black lines above the Chicago, Detroit and Toledo terminals and through Western Ontario to St. Thomas and to the Niagara frontier are of the Pere Marquette lines; the heavier lines south of these points and on to Washington and the Atlantic at Newport News—a trunk line carrier of great size, scope and significance, as the accompanying article says.

LEGEND

— C&O
— PM
--- Trackage Rights
~ Car Ferries

A detailed description of what the merger of the Chesapeake & Ohio and the Pere Marquette rail companies means in new business, more jobs and other advantages is given in the July, 1947, issue of *Track*, monthly periodical of the Nickel Plate, as well as of the C. & O. and P. M. The comprehensive article is from the pen of Robert Hakken, and is accompanied by an enlightening map clearly depicting the areas served by this rail chain which includes the Canadian Division between Buffalo and Detroit. In part, Mr. Hakken's article is as follows:

On June 8, 1947, the Chesapeake & Ohio became the seventh largest railroad in the United States, in point of operating revenues, based on 1946 figures, when it absorbed, as an integral part of its system, the Pere Marquette Railway. For every C. & O. and every Pere Marquette employee, as well as the people living in territories served by these lines, the announcement is significant and encouraging news from every standpoint, says Mr. Hakken.

Most mergers mark the unification of competitive organizations or services with duplicate activities and personnel. In welding such organizations together, the sum total of activities and personnel is reduced. And the working atmosphere is not always the pleasantest. But the C. & O.-P. M. merger is uniquely different. It joins two separate links into one. It lines up in one system approximately 3,000 miles of main line track, reaching from the eastern seaboard across the lower peninsula of Michigan as well as through Detroit eastward to Buffalo. The union connects by one railway operating unit the great coal-consuming manufacturing areas of West Virginia and Kentucky with the coal-consuming manufacturing areas of industrial Michigan and the gateway to the agricultural heartland of the United Middle West. "Economic unification, as in this case, is a natural," says Robert J. Bowman, president of the merged route. "Mr. Bowman has been a frequent and welcome visitor to St. Thomas in inspection tours in recent years, one of the more recent being with a group of industrial bankers with whom he and business, apparently in the present merger. It offers opportunities for economy and a continuity of and improvement in personnel service," he added.

Broader Opportunities

Such a merger does not have to

its aim the abandonment of mileage and service. Since its purpose is to strengthen the position of both roads, its most likely result will be to increase traffic and make even more secure and steady the jobs of their respective employee bodies. Moreover, this unique merger does not mean the entrance of a new management on the scene—with the usual upheavals in methods or men common to most mergers.

Since 1929 the Chesapeake & Ohio has held control of the Pere Marquette Railway Company. Increasingly the management of both roads has been entrusted to officers holding the equivalent positions on both lines. As the C. & O.'s merger order is reinstated, Robert J. Bowman heads both roads and eight other officials—Ross S. Marshall, Robert W. Purcell, Arthur S. Genet, Walter J. Tibby, William H. Wenneman, Edward M. Thomas, Henry F. Longmeyer and O. M. Hepler—hold corresponding positions in both organizations.

More Business for P. M.

Under this joint administration, the coal movements from the C. & O. to the Pere Marquette have tripled, while the C. & O. has gained direct connection with the manufacturing centres of Michigan and the railroad car ferry routes across Lake Michigan, to the big, atmospheric, not always the gateways of the United States grain-raising states. That the Pere Marquette has benefited from the affiliation with the C. & O. is evidenced by the streamlined Pere Marquette put in service only last summer and other major installations and developments during the past several years. In investigating the merits of the application for merger as originally filed with the I.C.C.'s Bureau of Finance, the Interstate Commerce Commission issued a proposed report recommending approval of the merger by the Commission. The conclusions of the bureau from the broad viewpoint of the public interest are summarized in these words from the report:

"For reasons heretofore discussed, merger of the Pere Marquette into the C. & O. should substantially benefit both parties to the transaction. It should be to the advantage of the public because it affords to the Pere Marquette plant a higher degree of stability at times of stress, through increased support of the C. & O. as owners of the property. Specifically, it affords to the P. M. R. C. a greater assurance of continued service at least over its more important system arteries and all shippers should reap the advantage of single line hauls and rates

which combination of the two systems will make possible."

A Great Future

The article concludes as follows: Thus the Chesapeake & Ohio Railway Company, including its newly proposed Pere Marquette District, has come to be a trunk line carrier of great size, scope and significance. Extending from deep water at Newport News through the inexhaustible coal fields of the Virginia, West Virginia, and Kentucky mountains, on through the fertile valley of the Ohio to Cincinnati and further still to Chicago, with mainline service eastward to Washington, and southwestward to Louisville, with routes over its own or controlled lines reaching the great ports of the Great Lakes and the industrial might of Michigan's southern peninsula, and with its bridge of car-ferrying ships reaching to the gateways of the grain-raising West, the C. & O. forms a new and revolutionary southeast-northwest transportation artery, a route under one management that promises to open new technological and economic frontiers in these now long-settled areas. For with its great natural advantages—a route connecting this country's finest oceanic harbor with the Great Lakes ports and serving both the richest coal deposit areas and one of America's chief industrial districts—the C. & O. today has every qualification to make a great railroad greater. It has bulk freight to haul, manufactured goods to transport, grains to deliver, it has good roadbed and low grade routes, motive power and freight and passenger equipment—and it has a progressive management directing a great body of experienced, tested, and traditional railroad employees.

Surely no railroaders anywhere can look to a sounder future than the men and women of the strategically strong and dynamically developing Chesapeake & Ohio lines the long range through route that now speeds the nation's loads from the northwest to the eastern seaboard, from the Atlantic to the inland empire.

July 16
1947

BIG PERE MARQUETTE OUTING; WEEK-END TOTALS ARE FIRM

Nine-Car Special Takes 575 to Lansing, Mich., for Big Program; Use College Grounds; Other News

The first complete passenger train to be operated over the Canadian Division of the Pere Marquette Railway System, now an integral link in the Chesapeake & Ohio Railway chain, was operated Saturday to take some 575 members of the Pere Marquette Athletic Association, their families and friends to the first big post-war outing and reunion in Lansing, Mich. Passenger service stopped on the P.M.R. lines in Canada nearly 20 years ago and only mixed train service is conducted to and from local division points. The train on Saturday out of St. Thomas for Walkerville comprised nine cars and was hauled by Engine No. 622. The train and engine crews were headed by Engineer Harry Smout and Conductor William Hutchinson. The engine and coaches were cleaned and fixed up in fine style for the memorable occasion. Although the temperature dropped Saturday and it was a trifle chilly, the outing was one of the largest ever held and the first since before the war. It will be an annual event in the future, it is understood. Charles (Chuck) Smale, P.M.A.A. president and his able executive were elated at the fine response. Permission to operate the train had been obtained by Charles Smale, divisional superintendent, from the head offices in Detroit, Mich. The train returned at 4 a.m. Sunday.

M. M. Cronk Is Speaker

The gala outing took place on the beautiful grounds of Michigan State College in Lansing where the athletic field was used for the sporting events and other ceremonies. Tennis courts and riding stables were put to use also and the college cafeteria did a rushing business throughout the day. Many St. Thomas and Canadian Division members grasped the opportunity to tour the grounds and inspect the buildings of the outstanding university and were visibly impressed with the modern facilities and fine architecture of the buildings. Softball games were included in the general program. The Detroit team nosed out St. Thomas in the final play-off. The chairman of the picnic committee was James Rizner who attended to many details and was largely responsible for the grand success of the undertaking. The speakers were: M. M. Cronk, vice-president and general manager of the Chesapeake & Ohio

Railway Co.; Karl H. McDonel, secretary, Michigan State College; Harold Bowles, president, Pere Marquette A. A. Norma Lou Gregg was the guest soloist. Besides Chairman Rizner the officials of the different chapters capably assisted. They were as follows: Detroit, Harold Bowles, president; Leo Curl, vice-president; Ruth Nussberger, secretary; St. Thomas, Chuck Smale, president; Shirley McDonnell, vice-president; Wm. McCann, secretary; Saginaw, Elmer A. Westrom, president; Roy Ewald, vice-president; Elcanor Troge, secretary; Grand Rapids, Chas. F. Lerneke, president; W. A. Lacey, vice-president; Isaac F. Popma, secretary.

P. M. Ice Cream Special Late

Detroit News: "The crew of the Pere Marquette Railroad's 'Ice Cream Special' will never live it down. Employees of the railroad gathered on the grounds of Michigan State College at East Lansing, Mich., Saturday, for their annual picnic.

"From Saginaw and Grand Rapids, special trains carried members of the big Pere Marquette family from all over the line's territory to East Lansing for the event. An estimated total of 3,000 employees and their families were on hand. Everybody, in fact, but the delegation from Detroit. They were due on another special train—and the Detroit train was carrying all the ice cream for the party.

"The picnic was delayed two hours until the Ice Cream Special arrived. The embarrassed members of the crew explained to their fellow-workers they had been tied up by a freight derailment."

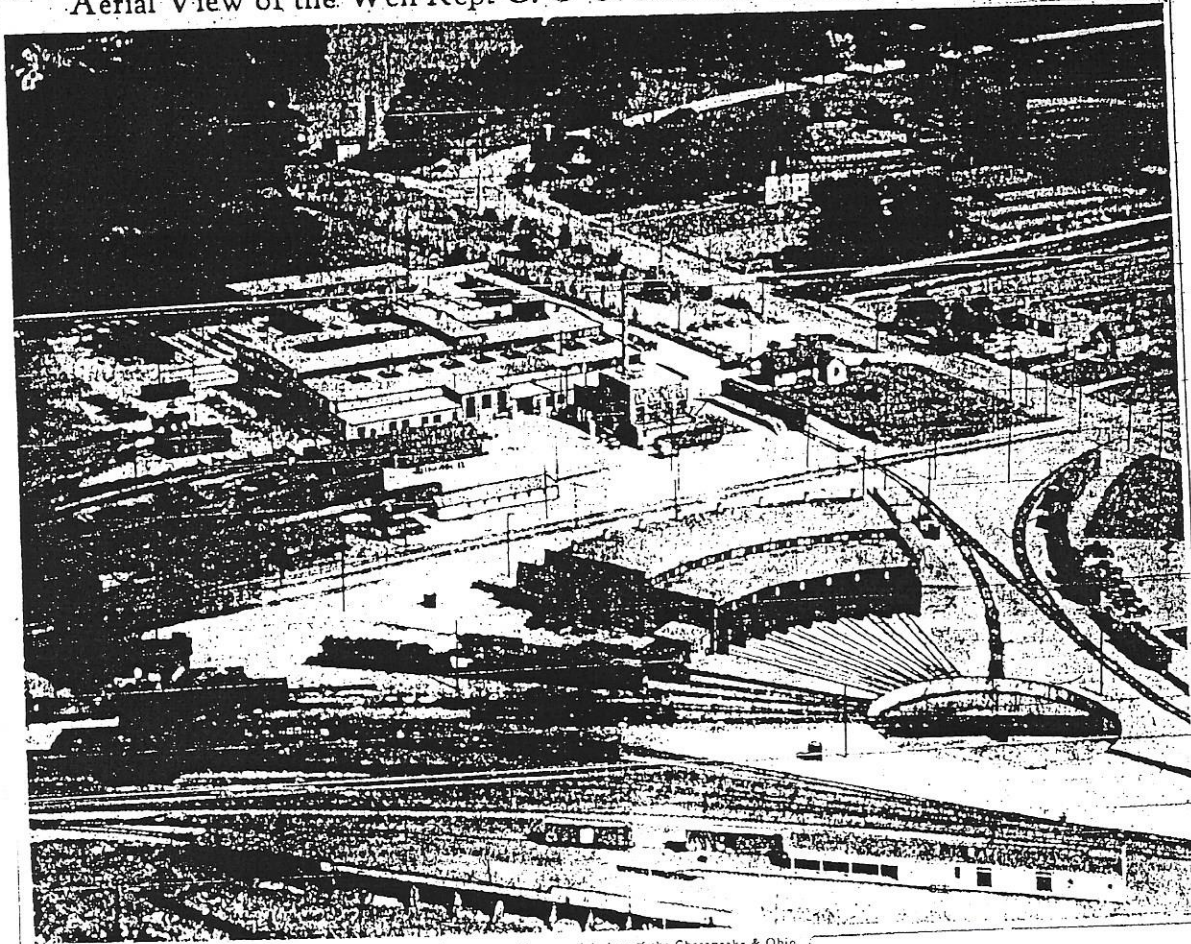
Reports Are 'Spotty'

Although the month of July started out to be a steady month for freight traffic on the local divisions of United States and Canadian steam roads, considerable fluctuation developed owing to the shutdown of some industrial plants, particularly the GMC automobile factories. Automobile shipments moved on nearly all trains over the local divisions in and out of St. Thomas and when the plants shutdown there is a general decrease. Some lines are affected more than others which was the case last week-end. The Canadian National Railways suffered the loss of much business as did the New York Central and other American roads operating

through St. Thomas. On the whole, however, freight traffic has kept up remarkably well and after the middle of last week, there was a sharp increase in business. This rise continued through the week-end but the inevitable lull was taking hold again on Monday. A higher movement of other commodities, including more coal, served to offset the loss of automobile shipments last week-end. Merchandise and perishable products continued to move freely over the divisions.

July 21
1947

Aerial View of the Well-Kept C. & O. Railroad Terminal in St. Thomas



This magnificent aerial view of the Chesapeake & Ohio Railway Company's Canadian terminal facilities in St. Thomas, until very recently the Pere Marquette Railroad, was taken by Ron Nelson of London and supplied through the Stollery Photographic Service, St. Thomas. It is one of the finest aerial views that has ever been taken over St. Thomas. In the background may be seen a section of Lake Pinafore and the New York Central pumping plant; with its wooded shoreline and a section of Pinafore Park, off the Elm street entrance and main driveway while in the upper left-hand corner may be seen a glimpse of Elm street in the new Homedale residential sub-division.

In the foreground are shown the busy yards of the Chesapeake & Ohio; the new 115-foot turntable with latest type concave base, one of the largest turntables in Canada; the new eight stall engine house and to the extreme left in the foreground the new water treatment system. In the middle distance are the remodelled and enlarged backshops; the power-house, which is being modernized; and the car repair shop with the new wheel shop to the left. The photograph does not include the smart new elevated coal dock; the divisional offices, on the west side of Wilson avenue; and the high level steel bridge leading to the Talbot yards, which has been reconstructed for heavy power and repainted within the last year.

The Chesapeake & Ohio took over some of the best terminal facilities on the continent when the Canadian Division of the Pere Marquette was brought into the system. The modernizing of the terminal facilities, started in 1939, represent a total expenditure of approximately \$1,500,000. A feature of the Canadian terminal of the Chesapeake & Ohio is the cleanliness and neatness in evidence around the yards and buildings. Some of the landscaping that has been carried out in co-operation with the city's parks department, off Elm street, is to be seen immediately to the east of the master mechanic's office building, extending to a point opposite the entrance to Pinafore Park.

The new engine house with its 120-foot stalls is an up-to-date, self-contained building with supply room, offices, locker and wash rooms for both engine house employees and train crews. The general repair shops to the rear have all been completely remodelled within the last few years with a large addition to the machine shop. The bases for the new boilers in the power-house have been installed and the new boilers are in shipment, for installation this coming fall. The program included a new cinder pit, additional trackage in the Talbot yards, with rock ballast at all the switch leads and spring switches and signals, at the west entrance to the yards. The rebuilding of the bridge was started last summer at a cost of about \$150,000 and the repainting of the bridge was completed last month. Chesapeake & Ohio employees in St. Thomas have good reason for pride in their terminal.

August 16
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August 16
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C. & O. BIG STEEL BOX-CAR HANGS OVER ROSS SUBWAY

Eastbound Pere Marquette Train Leaves Rail on Curve,
Shoving One Car Up in Air; Other News

Two cars of a Pere Marquette freight train on the Chesapeake & Ohio Railway, were derailed about 6.15 o'clock on Friday morning at the Ross Street Subway, one of them being almost toppled over the railing. The big steel car dangled at a perilous angle over the subway but did not fall and it was re-railed as quickly as possible. The accident occurred as 2nd DB-4 hauled by Pere Marquette Engine No. 1011 came eastbound around the curve from the London and Port Stanley Railway. Marks on the ties and rails revealed that at least one of the cars left the rails about at the Centre street crossing and was dragged for a couple of hundred feet around the curve and over switch points until it reached one of the main line switches which sent the one car almost over the railing as the other dragged along the tracks. Although yard operations were disrupted for some hours, main line train on the Canada Division of the New York Central System (Michigan Central Railroad), continued as usual, the one main line track being used and "reverse" movements employed. The big 41-foot steel box-car on the P.M.R. train which jerked up in the air was Chesapeake and Ohio Railway Car No. 6424 and it was the twenty-eighth car from the rear of the train. The other car which went off the tracks was a tank car. No official statement was issued regarding the cause of the mishap.

Officials Visit Scene

The head end of the Pere Marquette train was pulled into the New York Central yards and the rear cars were pulled back on the L. & P. S. R. main line while track repairs were carried out. Some new lengths of steel rail were necessary as well as ties and other roadbed material before trains could resume operation on the curve. Pere Marquette officials headed by Charles Smale, superintendent and Frank Carruthers, trainmaster, were on the job along with engineering department and car heads. The New York Central derrick was used to re-rail the P.M.R. cars. Fortunately neither car was broken open and no contents spilled. The train—2nd DB-4—is one of the fast early morning eastbound trains and comprised, in all, about 80 cars.

En Route to N.Y.C.

As the train was en route to the N.Y.C. main line, New York Central officials headed by William B. Salter, superintendent, Percy W. Hankinson, trainmaster, and Charles Marple, general car foreman, were on hand to personally attend to operations. The last serious Pere Marquette wreck at the Ross street subway occurred about 15 years ago when a derailed P.M.R. car sideswiped a New York Central train proceeding west and at that time one car was toppled right into the subway just missing a pedestrian and another car flattened an automobile parked near the subway. The derailed cars Friday morning were out of the way by 9.30 o'clock and track repairs completed before noon.

Armistice Day Rates

which Vera Thatcher was awarded \$18,590 and Charles Thatcher \$619. The accident followed an accident between a truck in which Mrs. Thatcher was a passenger and a gasoline car of the C.P.R. in Guelph. Mr. Justice Hogg, in a separate judgment of the appeal, dissented with the majority judgment of Justices Laidlaw and Roach. "I have concluded," he said "that the verdict of the jury is so plainly unreasonableness that no jury acting judicially would have reached it."

C. & O. September Profit Drops

Net income of Chesapeake & Ohio Railway, including Pere Marquette Railway, in September was \$2,554,038, against \$3,861,306 in the 1946 month, the company reports. Gross was \$26,834,186, against \$23,459,353; net operating income, \$3,256,819, against \$4,471,380. For nine months net income was \$27,824,071, against \$20,441,891 in the 1946 period. Gross was \$228,951,935, against \$179,061,106; net operating income, \$33,153,253 against \$25,313,948.

Baltimore & Ohio Had Net Loss

Baltimore & Ohio Railroad had net loss of about \$1,000,000 in September. Roy B. White, president, said. For October the net income will be about \$500,000, bringing net for the first ten months to about \$6,000,000, against net loss of \$14,795,534 in the 1940 period before a tax carryback.

October 31
1947