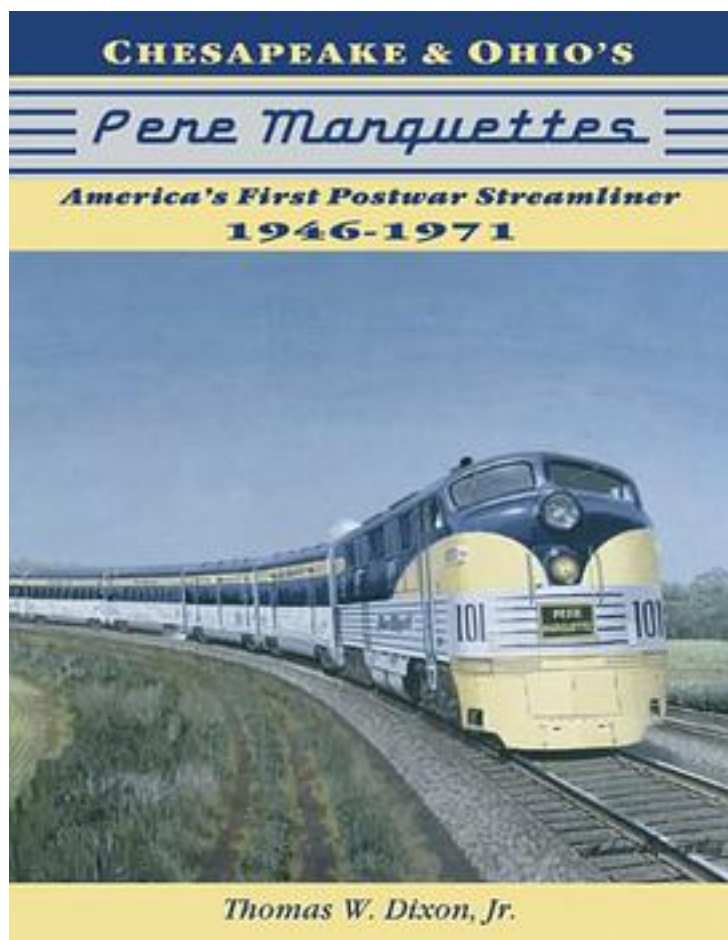


Chesapeake & Ohio's Pere Marquettes



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CandO's subsidiary Pere Marquette Railway was used by CandO's pro-passenger Chairman, Robert R. Young, as a test bed for his ideas on how to cure the passenger train problem in America. He ordered two diesel-powered 7-car lightweight trains that

went into service in mid-1946 on the Detroit-Grand Rapids corridor. Over the next year they reversed the passenger losses on this line and actually built up traffic. The trains were the first to emerge all-new from the clogged car builder's shops after WWII. The new trains were of latest design and the on-board services were superb for a coach operation with hostesses, on-board passenger representatives, tickets delivered on the train, credit cards, no-tipping, etc. Many of these things were later tried on CandO's mainline trains, and the equipment showed the way for the huge re-equipping of the name trains on the old CandO in 1950. Eventually affected by the continued erosion of passenger traffic, the trains experienced a slow decline, but lasted as a shadow of themselves down to Amtrak on May 1, 1971. The story is told in great detail from original documents and illustrated with great photos, many of them from CandO official files.

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