

The St. Thomas Times-Journal

INCORPORATING THE ST. THOMAS DAILY TIMES AND THE ST. THOMAS JOURNAL

ST. THOMAS, ONTARIO, TUESDAY, AUGUST 12, 1947

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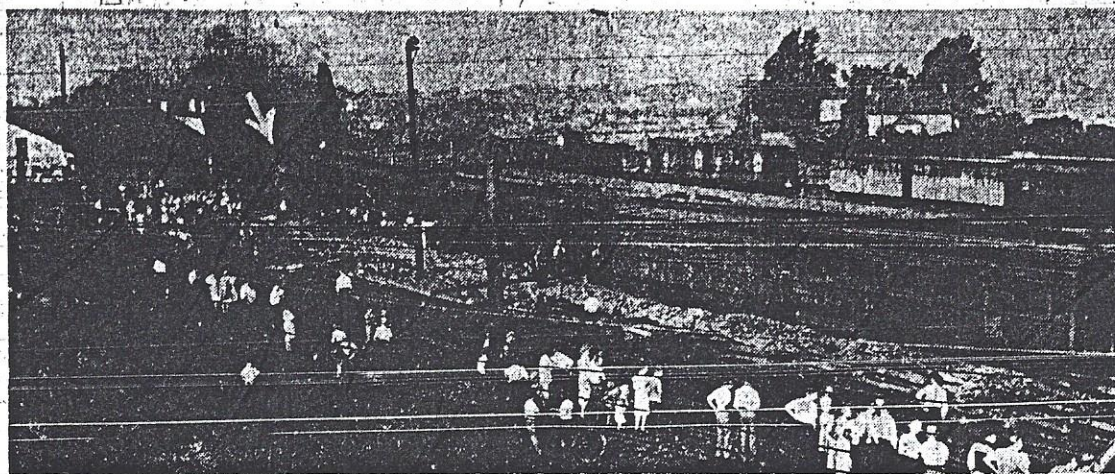
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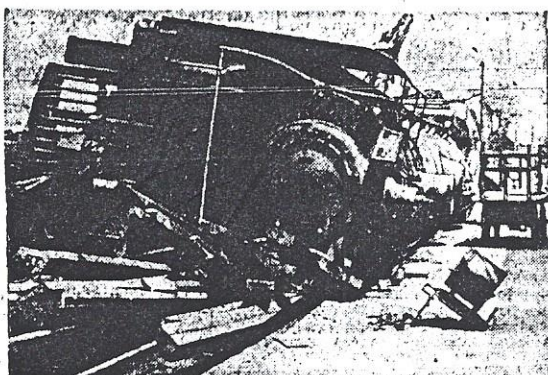
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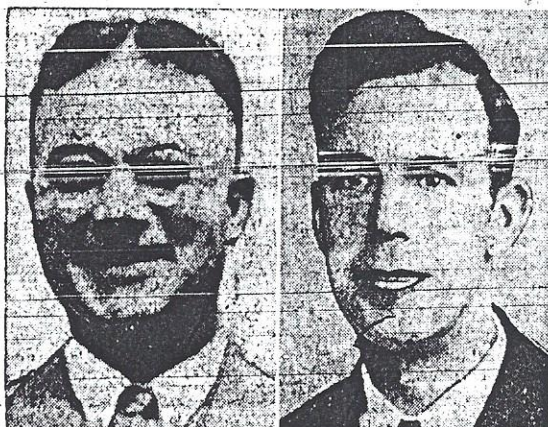
Wreck of C.N.R. Express Engine at Kingston.



General view of wreck at Kingston of the International Limited, Sunday night, shows how narrowly the ancient station there escaped demolition by the heavy 5700-type locomotive, shown under arrow lying within eight feet of the waiting-room door.



Close-up of Engine 5702 after wreck shows it flat on its side on station platform. Peculiar freak was fact that westbound engine turned over on eastbound track, while rest of train went past it on westbound rails.



B. B. Embury, engineer, pinned in wrecked engine, was scalded to death.

Trapped in wrecked locomotive, C. E. White of Belleville, fireman, died.

JET ENGINEER AMONG AERIAL IMMIGRANTS

Predicts Atlantic Crossing In Four Hours

that it is time the Labor Government in the United Kingdom quit telling the people what they had to do and cannot do and started giving them some encouragement," said Mr. Gilbert. "Austerity is the word you hear over there a great deal. It is an austerity government, austerity policy; you eat austerity meals and wear austerity clothing—and people have austerity looks on their faces."

Mr. Gilbert's old home is in Woodgreen while Mrs. Gilbert was born in the Stoke Newington section of London, about three miles apart.

TORONTO, Aug. 11 (CP).—The fourth plane-load in Ontario's aerial mass immigration scheme from Britain arrived today with 39 men and one woman, bringing to 159 the total landed so far. Ontario hopes to bring 7,000 Britons by air before the end of the year. Only women aboard was Mrs.

Danish Underground Man on Visit to Sarnia

SARNIA, Aug. 12.—His first visit to Canada is like "a dream come true" to Svend Mogenson, of Aarhus, Denmark, who has arrived in Sarnia to visit relatives. While here for the next three months he will be the guest of his uncle, Andrew Christensen and family of Cameron street, and his aunt, Mrs. H. Bock and family, Davis street.

Dark memories of war years were left behind as the airliner streaked across the Atlantic and pushed still further into the background by the new experiences that have come to the blond Dane in his brief hours in this country. But they were not completely erased as at the prompting of his Canadian relatives, he spoke briefly of tragic, brutal years of Nazi rule in Denmark.

Mr. Mogenson deprecated his part as a key man in the underground, saying that all Danes were members of the movement. He was one of a group of twelve who received guns and ammunition dropped from British planes. Through BBC broadcasts they received instructions in code as to where the planes would fly at a particular time. They subsequently communicated with the planes by short-wave and signalled from the ground with lights.

Gestapo Struck
Meanwhile the Gestapo was not idle and finally struck the headquarters of this particular group, killing two of the members. Mr. Mogenson, who pronounces himself "just lucky," and nine others escaped. However, he was no longer safe in Denmark and so, after having his hair dyed black and glasses and other means of disguise added, he was put on a train for Sweden two months before the end of the war in Europe. The story had

a happy ending when at the termination of hostilities, Svend returned to his wife, Emma, in Denmark. The Mogensons now have a fourteen-month-old son, John.

German Infiltration
In the last two years of the war 250,000 Germans infiltrated into Denmark and at present there are still 80,000 former enemies there, chiefly from Eastern Prussia, all of whom have to be clothed and fed in a country where practically everything is rationed. When asked why the Danish government puts up with this situation, Mr. Mogenson replied dryly "because no one else will have them." Apparently the occupied zones—British, American and Russian—will only take a quota of about 15,000.

Before coming to Canada Mr. Mogenson owned a modern hotel and on his return to Denmark he intends to take up again the same line of work. He speaks excellent English, having studied it 20 years ago in school, much in the same manner that Canadian children study French in high school.

SOME SPEED!

HALIFAX, Aug. 11 (CP).—The 33-year-old Cunard-White Star liner Aquitania showed she still had a turn of speed left when she arrived here from Southampton with 1,400 passengers and her officers reported she logged an average of 23.6 knots for the 2,500-mile crossing.

The 45,000-ton four-stacker, a veteran trooper of two wars and a passenger liner between the wars, had an elapsed sea time of four days, 16 hours and 27 minutes between dropping her pilot off Southampton and picking up the Halifax pilot off Chebucto Head.

Recover as Intrig Woman

BERLIN, Aug. 12. Army investigators say they had recovered 31 pieces of the missing crown jewels. But the drawing from the case Americans are involved. The Americans were missing gems after rested raven-haired shapely mistress of dinand.

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The prince has: whole treasure of: delivered to him

Nature Unspoiled

YOURS
YOURS

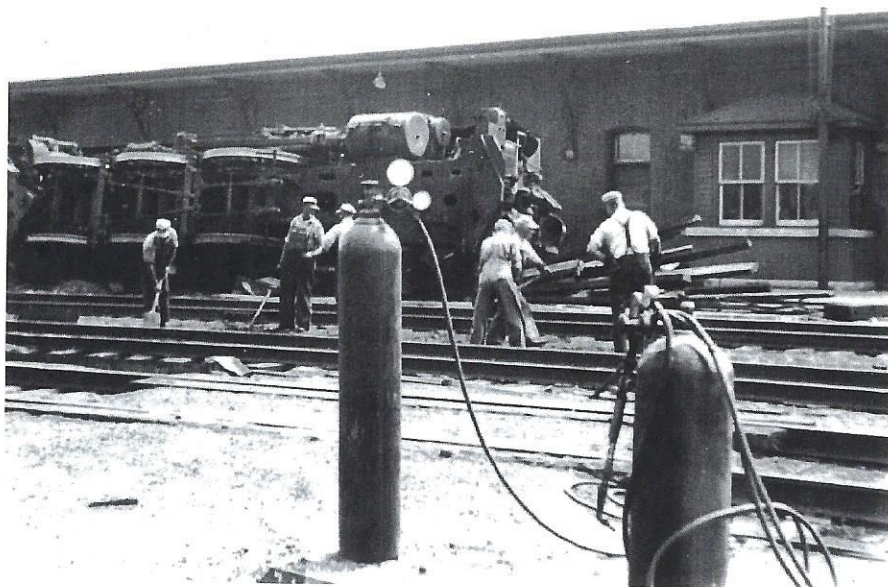
and Brockville. Taking into account deceleration, acceleration and station dwell time, the elimination of these stops saved approximately 80 minutes. As well, CN's program to upgrade the Montreal-Toronto-Chicago line with heavier rail, rock ballast and block signalling was nearing completion.

Since the Hudsons had not yet been delivered when the schedule change was made, CN assigned 4-8-2 locomotives to the trains. The 6000s proved adequate to the job. One engine ran through from Montreal to Sarnia where the steam engines were replaced by electric locomotives for the run through the St Clair Tunnel.

Since the 6000s were able to meet the new schedule, why did CN purchase the Hudsons? While no documentation exists, it is thought that Sir Henry planned to operate them on a schedule even faster than the new six hour one. CN's management knew that the CPR would seek to equal, if not better, the six hour Montreal-Toronto schedule. If they did, the 5700s had the capability to reduce running times even further.

Why did CN introduce the faster schedules before the arrival of the Hudsons? A number of factors were at play. First, CN had negotiated a traffic contract with Cunard and White Star Lines by which both companies agreed to work together to promote travel to Europe through the Port of Montreal. They were competing directly with the Canadian Pacific for this trade. In an appearance before the House of Commons Committee on Railways and Shipping in May 1930, Sir Henry said "with fast trains between Chicago and Montreal, we intend to popularize the St Lawrence water route and attract people to Canadian ports as compared with United States ports".

Second, the new schedule of train 15 allowed passengers to connect with CN's fast Toronto-Vancouver summer season train, the *Confederation*. For the 1930 season, CN sped up the western transcontinental train so that its running



As shown in these two pictures, the 5702 was a woeful sight as it lay on its side in front of the Kingston, Ontario station. The derailment occurred when Advance 15 rolled through the 30 mile per hour curve in front of the station at twice the carded speed on August 10, 1947. - Queen's University Archives

time was only five hours more than that of CP's crack train, the *Trans-Canada Limited*.

Third, passenger traffic was slipping as the effects of the economic depression which began in 1929 deepened. Between 1929 and 1930, passenger traffic would fall by 12%. Sir Henry told the Committee that he believed the improved service was necessary to fill trains. He stated "... as soon as you offer the public some kind of a new facility, some kind of new service they never had before, more and more people will take advantage of it; in other words, it excites railway travel."

He noted that the results from the operation of the fast trains had been producing very satisfactory results thus far.

A year would pass before CP would respond to the competitive challenge. Since its first ten Hudsons were assigned to its western transcontinental trains, CP had to wait until its second order was delivered at the end of 1930. A trial trip was made between Montreal and Toronto on February 16

and 17, 1931 using new Hudson 2810. The run showed that CP's 7 hour 45 minute schedule could be reduced to 6 hours and 15 minutes. On April 26, 1931, CP placed train 19, the *Canadian*, and train 38, the *Royal York*, on new fast mid afternoon 6¼ hour schedules. Train 19 departed Montreal at 1500 and train 38 left Toronto at 1530. CP made headlines with its claim to be running the world's fastest train based on the 108 minute run of train 38 over the 124 miles from Smiths Falls to Montreal West. Up to this time, the reigning record holder was the *Cheltenham Flyer* on the Great Western Railway in England which covered the 77.3 miles between Paddington Station and Swindon in 70 minutes. CP's train exceeded the average speed of the British train by 2.6 miles per hour. The Great Western regained the crown on September 14, 1931 by reducing the running time between Paddington and Swindon to 67 minutes.

