

C P R EXPRESS STRIKES A FREIGHT NEAR MIMICO

**Engines Side-Swipe and Are Demolished While Passenger Cars Leave
the Rails—Passengers Tossed About, But No One
Is Seriously Injured**

5/16/1907

Bowling along at forty miles an hour the C. P. R. express, which left Toronto this morning for Hamilton at 9:45, collided with a G. T. R. freight train at Mimico, resulting, fortunately, in no loss of life, but great damage to rolling stock of both companies. Several of the passengers had narrow escapes, and so far as is known at present there were four prominent Hamilton men on the train. They were knocked out of their seats, but were not injured to any extent.

The accident took place a short distance this side of Mimico, and who was to blame for the smash is not known. The C. P. R. express left the Union station, Toronto, promptly on time, and at the time of the accident was running at a high rate of speed. A G. T. R. freight was at Mimico and was backing on to a switch. All the freight had been backed on to the switch, when the express came along. The G. T. R. engineer was working frantically to get his heavy locomotive on the other track, but his efforts were unavailing, and the C. P. R. engine, rushing along despite the application of the emergency brakes, side-swiped the other locomotive, and confusion reigned.

The C. P. R. engine went over on its side into the ditch, and the heavy G. T. R. mogul looked as though a shell had exploded in its interior. Side-swiping of locomotives is said by some railway men to be more disastrous to rolling stock than head-on collisions, and the look of the two locomotives fully bore this out. The express car on the C. P. R. train jumped the rails and crossed at right angles to the rails, while two passenger coaches also jumped. Conductor Wilson was in charge of the express, and he did what he could to avoid a panic.

Engineer Shields was the driver of the C. P. R. train and he was scalded. His clothes also took fire. His fireman jumped and escaped injury. It is said that the crew of the G. T. R. locomotive was not injured, as they jumped in time.

Amongst the Hamilton passengers on the express were Frank E. Walker, Dr. Cummings, H. J. Waddle, of the Canadian Drawn Steel company, and E. Fisher, superintendent of the T., H. & B. railway. All these gentlemen had narrow escapes, but all, fortunately, escaped injury. Mr. Walker was in the smoker at the time of the accident, and the application of the emergency brakes and the side-swiping of the two locomotives threw him ten feet from his seat with astonishing force against another man. The other man broke his fall, and Mr. Walker thinks he would have sustained a broken arm had it not been for this other gentleman. Dr. Cummings was also thrown from his seat. He was in the second passenger coach.

Traffic was delayed a couple of hours. The express was due here at 10:40, and did not arrive until 1 o'clock. The company ran a special to Buffalo. It will take a considerable time to clear the wreckage away.

A Toronto despatch says: "The C. P. R. engine and several cars were demolished and the road blocked. The passengers on the G. T. R. trains coming to Toronto were transhipped to the C. P. R. train that struck the freight, and were brought into this city. The passengers for the west were transhipped to the G. T. R., and taken on their journey. From the information at hand, no one was fatally hurt, but only the steady nerve of Engineer George Shields averted what might have been a terrible and costly wreck."