

THE LATE RAILWAY COLLISION AT MIRFIELD.

—A jury at Mirfield were engaged for several hours on Wednesday night in investigating the cause of the late railway collision at the station belonging to that village, which collision, as stated in the *Mercury*, resulted in the death of Thomas Walton, a driver. The evidence went to show that the deceased was the driver of a train from Bradford, due at 2.25 on Tuesday afternoon, and as he approached the station he whistled. The signals, to use the professional phrase, were taken off, and the train went forward towards the station. At this time an engine and tender, under the care of Wm. McConkey, came out of the coal shed siding near the junction of the branch with the main line and this, though the signal stood against it. He perceived the danger, reversed his engine, and called to a man named Willoughby, who happened to be on the engine, to put on the break; but, instead of doing so, he jumped off and ran across the line in a fright. Had he put on the break, there is reason to believe the collision would not have taken place. When it occurred, Walton, who had got off his engine and had fallen, was caught by the foot-board of the guard's van, and dragged a few yards. He was horribly mangled, and died instantly. It was shown in evidence that similar cases of recklessness on the part of drivers in leaving the siding when the signal was against them had occurred, and that, though the signal man was aware of the conduct of the drivers, he did not report them. McConkey told the jury that every driver using the shed had done as he had done. The jury, after deliberating more than three hours, returned a verdict of manslaughter against McConkey, and he was committed for trial on the coroner's warrant, bail, however, being allowed.