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Clyde Hale, Adm'r.,  
L. & E. Ry. Co.,

Prof.  
Dept.

1. J.B. Hoxkins - Engineer of No. 10 -  
Person in Montgomery - raised in Kentucky -  
son of Mr. Hoxkins, of Jackson, Ky. <sup>Experienced</sup> Railroad  
No. 10 a regular freight - This train in two  
sections - 1<sup>st</sup> section a double leader.  
Extra 721 (a ballast train) came on main  
behind 1<sup>st</sup> & 2<sup>d</sup> No. 10. - It had order to go  
out ahead of 2<sup>d</sup> No. 10.

Movements { 2<sup>d</sup> No. 10 - moved up main behind 1<sup>st</sup> No. 10,  
to allow Extra 721 (space to enter coal track  
or caboose track - 2<sup>d</sup> No. 10 went just  
far enough west of switch point of Caboose  
track, to let 721 move up and then in.  
This put 2<sup>d</sup> No. 10 about 50 feet north of  
the Caboose track switch standy.  
When 2<sup>d</sup> No. 10 stopped after passing the  
switch of caboose track, the pilot of its engine  
was west the rear of Caboose on the  
road end of 1<sup>st</sup> No. 10.

Extra backed into caboose track & switch was thrown for  
engine. Brakeman Sharpe gave signal to back up. - Hoxkins  
gave back-up signal to Weyman. Weyman had bell ringing.  
Started back slowly, & acquired a speed of 4 or 5 miles an  
hour.  
Hoxkins was on right side of his engine, looking back.  
Did not see switch figure or accident. View obstructed.  
First notice of any accident was when Hoxkins received a stop sign.