

Referring to your recent report of conditions of the Burlington's Missouri Lines, as inspected on recent trip with me on our Inspection Engine. * * *

With reference to your recommendation that we install crossing bells within ninety days at the following places:

Hamilton; one each at Ardinger, Hughes and Davis streets.

New Cambria; one at Main street.

Laclede; one at State street.

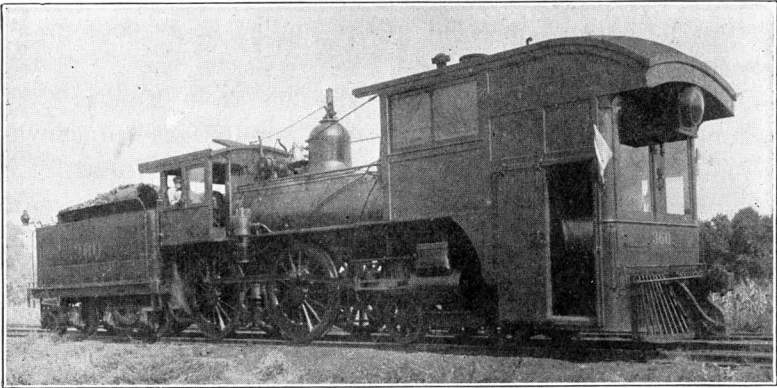
Palmyra Junction; one at each of two crossings just east of M. P. 14.

Rock Cut, east of Palmyra Junction, one bell.

This is to advise that I have authority to do this work just as quick as we can get the material on the ground.

In my letter of January 16th to the Secretary of the Commission, I brought up the time which we have to complete this work. I suppose we will have until April 14th. If it is at all possible to get the material on the ground and weather conditions permit, we will have the work done by that time. * * *

INSPECTION ENGINE—C., B. & Q. R. R. CO.



Estimated value of engine.....	\$3,500
Fitting for inspection purposes.....	2,212
Total.....	\$5,712

This engine is what is known as the American type. It weighs, including tender, 153,550 pounds. At the time it was fixed up for inspection purposes, its value was \$3,500. The cost of conversion was \$2,212, making its present value \$5,712. It is so constructed that any one familiar with the air brake and throttle principles of a steam locomotive can run it from the inspection cab. This feature cuts out the cost of the engineer's services, one fireman being assigned to the engine who goes out on all trips.

Since the engine went into inspection service in June, 1912, it has made 52,000 miles. The cost to operate during the time specified, which includes fuel, miscellaneous supplies, repairs, round house service, wages, interest and depreciation, amounted to 15c per mile.

It has proven a great success for inspection purposes, one of the best features being that the seats are down close to the track.