

REPORT

Of C. W. Walter, Chief Engineer, North Carolina R. R. Co., to the Board of Directors, Jan. 10, 1886.

GENERAL: I have the pleasure to inform you that the Railroad track is now completed, with the exception of three miles of rails to be laid, which will be performed in a few days. But for the delay in getting the iron up from Portsmouth and Charleston, the Road would have been finished during the past year.

9. The ready response of the General Assembly to the application of the Company, for an additional appropriation of a million of dollars, is worthy of record and all commendation. The capital stock of the Company is now \$4,000,000, the State owning three millions and individuals one million.

10. For my views regarding the organization of, and the management and "working" of the Railroad, I beg leave to refer you to the "Regulations and Instructions for the government of the Transportation Department and the Running of trains, &c.," prepared by the Chief Engineer and adopted by the Board of Directors on the 21st of September, 1884, and to my communications to the Board.

11. Having a due regard to the travel and freight on the North Carolina Railroad and to the present condition of the Road, it being new, and the winter season setting in, with every prospect of inclement weather, I would recommend a speed for the passenger trains of 16 miles per hour; which would require, allowing for stoppages, 16 1/2 hours for the run of the rail train through the line.

12. The Road has been opened from time to time since it reached the several stations in its progress, both from the East and West. The friends will fully sustain the expectations of its prospective income and profits.

13. The "rolling stock" on the Road consists of six passenger, eight freight and two gravel locomotives, seven passenger, four baggage, eighty-four box, sixty-six platform, and twenty gravel cars. Some additional locomotives and passenger cars will be required during the ensuing year. The locomotives were all obtained from the celebrated works of Messrs. R. Norris & Son.

14. From the advanced stage of the Road, I presume, and supposing you may also consider that I have complied with my engagements to the Company, and may now with propriety surrender the work into your hands, I respectfully tender you my resignation of the office of Chief Engineer.