

THE PACIFIC COAST COMPANY

1392

283

July 9th, 1907.

Mr. James Wilson,
Div. Engr., C.M. & St.P.Ry.,
Seattle, Wn.

Dear Sir:

In reply to yours of July 8th in regard to Spur at Maple Valley.

The C. & P. S. R. R. have no objection to the Spur, but would like to have ^{for} switch on the south end as it would facilitate matters a good deal in handling cars off the spur.

The figures indicating the distance of the Spur from our Main line are not very distinct; this distance should, ~~however,~~ be 15 feet ^{at least.}

We can put the switch in any time, whenever you deliver the material.

Yours truly,

Chief Engineer.

Mr. Mertens

Please note that I give
no permission.
JA

Chicago, Milwaukee & St. Paul Railway Company,

OF WASHINGTON.

1892

783

Seattle, Wash., July 15, 1907.

Mr. James Anderson, Chief Engr.,
Columbia & Puget Sound Ry.,
Seattle, Washington.

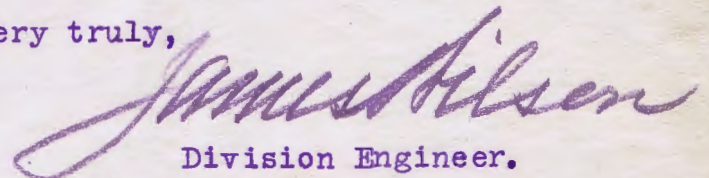
Dear Sir:-

Replying to yours of the 9th instant regarding spur at
Maple Valley and confirming our telephone conversation:

It will be satisfactory to us to place the switch at south
end and lay the spur fifteen feet centers, from your main line.

Switch material is on the ground and we would be glad to
have you place same, billing on us for the cost.

Very truly,


Division Engineer.

Chicago, Milwaukee & St. Paul Railway Company,

1392

OF WASHINGTON.

643-26

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Seattle, Wash., July 20, 1907.

643-21

Mr. James Anderson, Chief Engineer,
Seattle, Washington.

Dear Sir:-

I am sending you herewith blue print of proposed layout of tracks at Maple Valley Junction:

This plan, you will notice, makes quite a material change in your present "Y" line, taking it into our passing track and crossing over to your main line west of the Junction point.

Will you please inform me if this plan meets with your approval?

Very truly,

James Wilson
Division Engineer.

Mr. Mertens

Is there any reason why this should not be changed?

J. A.