

FALL CITY CALENDAR 2016



ALL PROCEEDS BENEFIT THE FALL CITY HISTORICAL SOCIETY

\$12



The first Snoqualmie River bridge at Fall City was a wooden bridge, 350 feet long and 16 feet wide, completed in 1889. It fell without warning in the spring of 1900. The materials were salvaged and it was rebuilt in 1901. In 1908, steel beams were added to make it stronger, but it was then replaced in 1917 with a concrete bridge due to greatly increased traffic levels.

A sample of the valentines received by Jack Kelley while attending Fall City Elementary School starting in 1935, saved by his mother Artie Kelley.






In the fall of 2014, Fall City Arts commissioned Dan Colvin to paint this mural on the east wall of the Fall City Bistro, with funding from 4Culture. It is inspired by and dedicated to the local Hmong flower farmers.





TreeHouse Point's Bonbibí was originally an open-air "tree deck" built during a workshop in 2010. However, as the demand grew for places to stay at TreeHouse Point, Pete Nelson and his crew remodeled it into a bedroom in 2012. The interior is styled with shiny finish to look like the inside of a boat. *Adam Crowley Photography, copyright Pete Nelson.*



In May 1900, this 800-foot wooden railway trestle collapsed as it was being crossed by a logging train. Built in 1889 by the Seattle, Lake Shore and Eastern Railway, it spanned the 110-foot Raging River ravine and crossed the Preston-Fall City Road about a mile-and-a-half south of Fall City. It was rebuilt and in 1901 became the property of Northern Pacific. Railway service was discontinued in about 1974, and the trestle was torn down in 1982.

TRAIN GOES THROUGH A RAILROAD BRIDGE

Seattle & International Meets With an Accident at Raging River—Four Hurt.

Engineer Farr Badly Scalded—Brakeman Elmer Smith Also Injured.

Train With Surgeons Sent Out.

ENGINEER FARR IS DEAD. VICTIM OF WRECK

The Most Remarkable Train Disaster in the History of Local Roads—Scene of Raging River Accident Graphically Described by a Times Man.

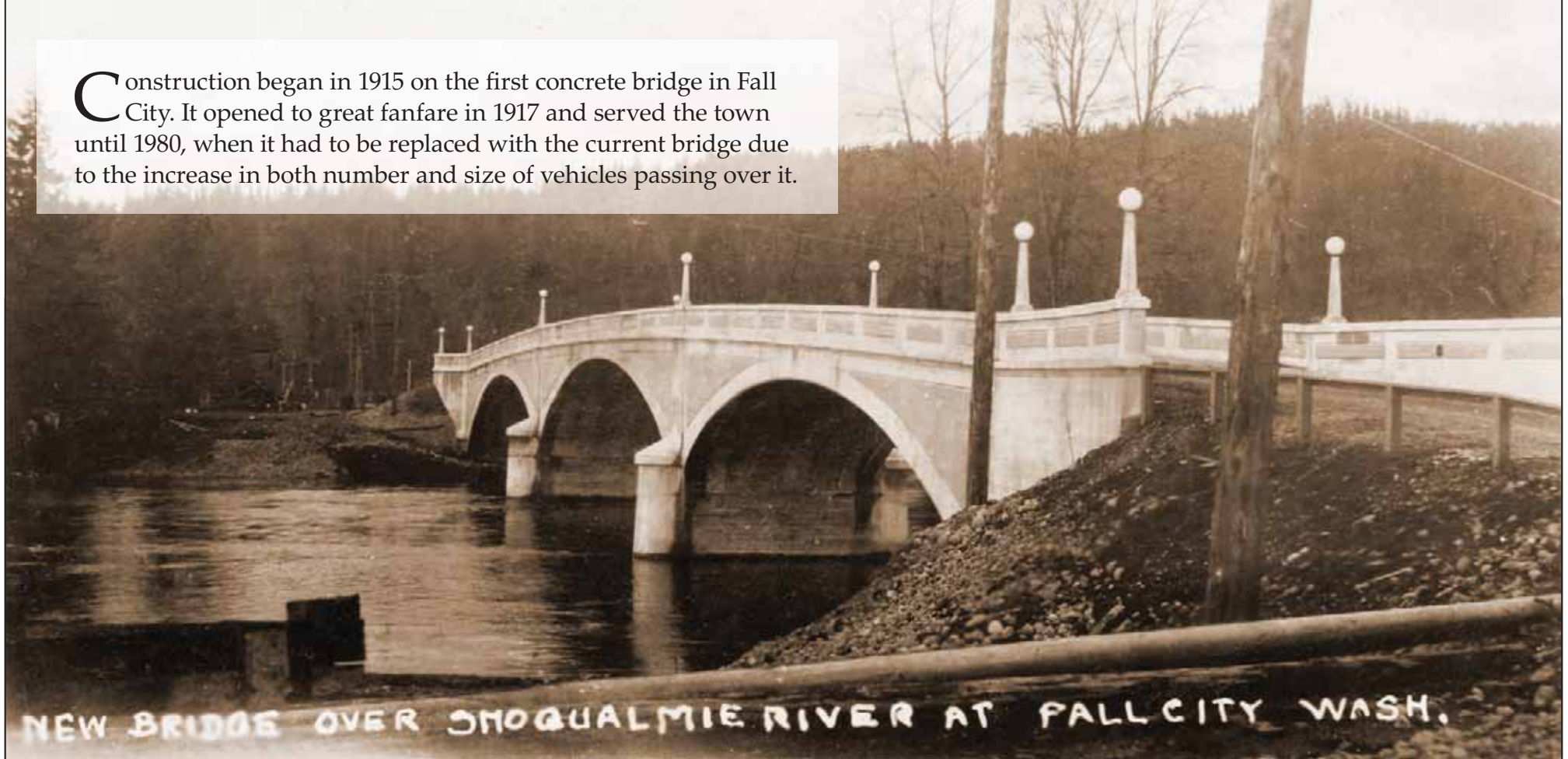


Dating back at least to the early 1970s, the Water Ball duel between the Fall City Fire Department and a neighboring fire department was a regular part of the annual Derby Days/Fall City Days celebrations.

Baseball . . . then and now. Baseball was big in Fall City in the early 1900s; the team shown below is circa 1904. The current Fall City team, the Northwest Honkers, played their first season of home games in 2015 at Fall City Park.



Construction began in 1915 on the first concrete bridge in Fall City. It opened to great fanfare in 1917 and served the town until 1980, when it had to be replaced with the current bridge due to the increase in both number and size of vehicles passing over it.





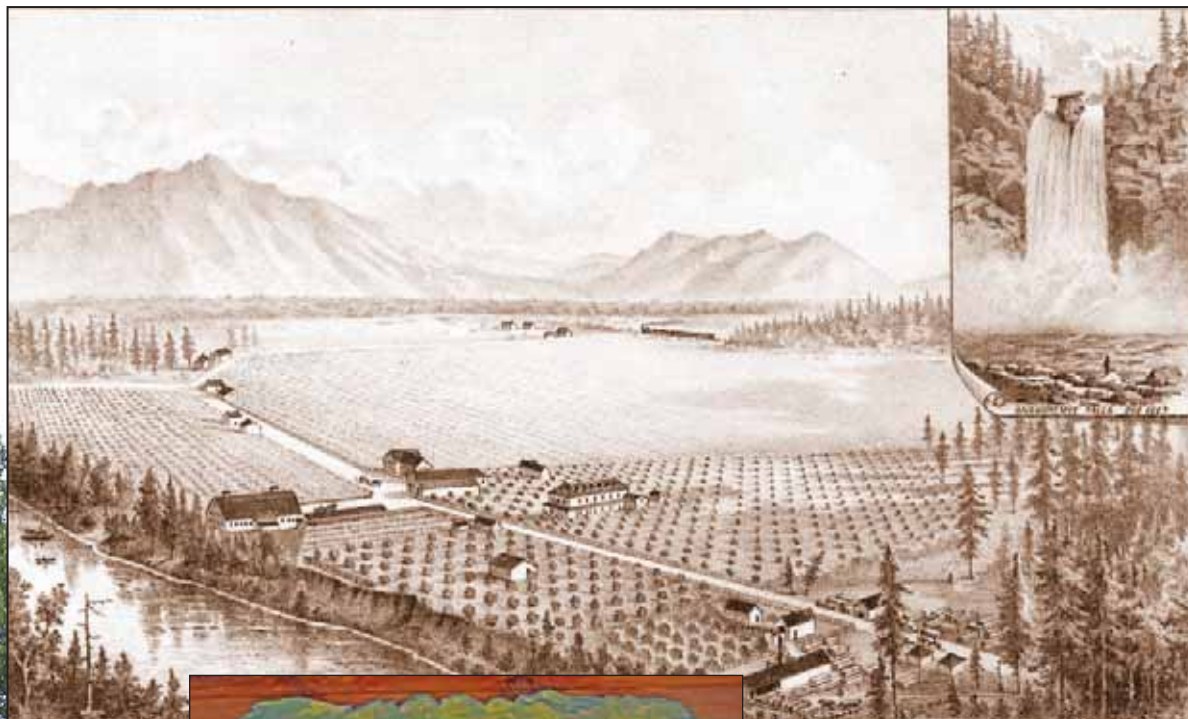
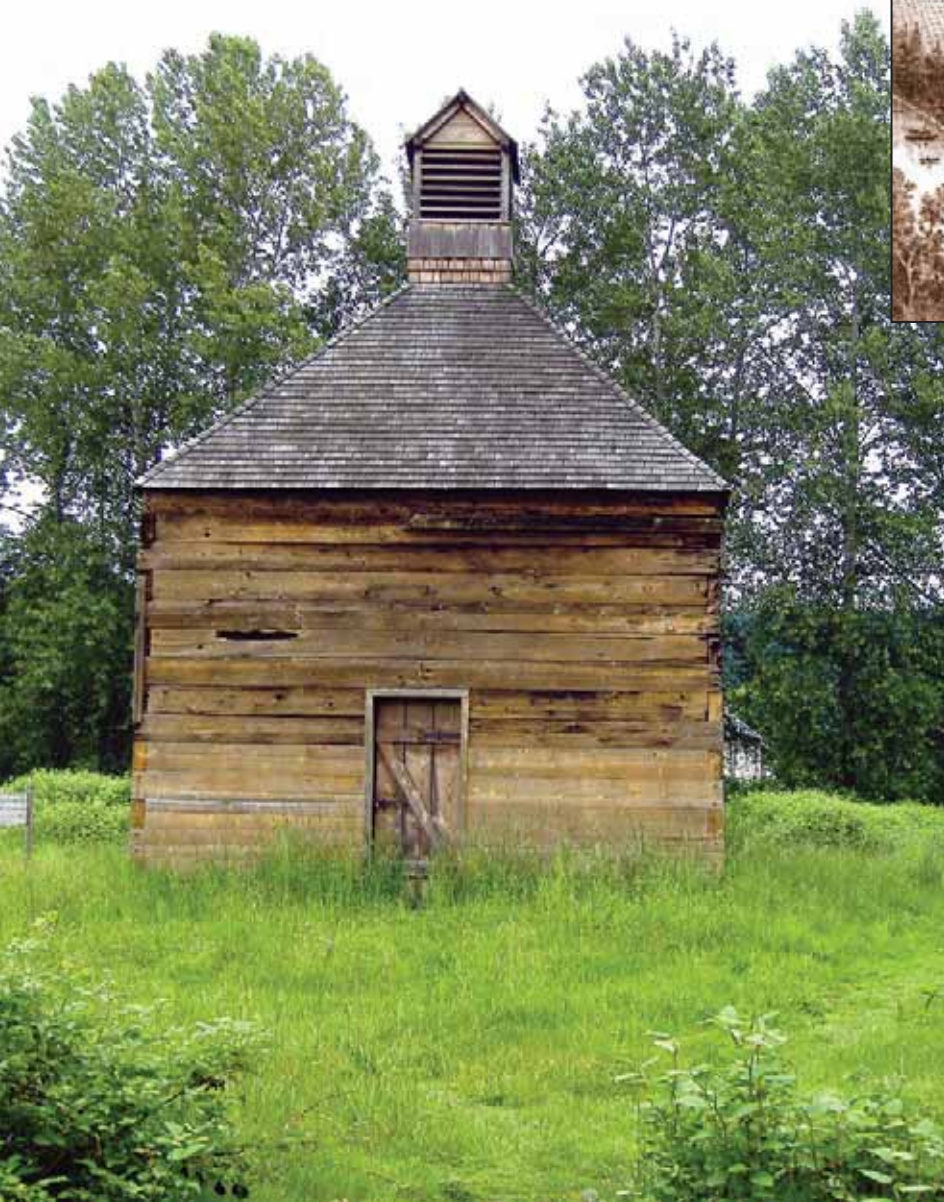
These early trophies from the Fall City Brick School were found in 2014 at Fall City Elementary School. The earliest is from 1917, and the remainder are from the early 1930s. There is also a bronze plaque dedicated to the Class of 1924. It is hoped that they will be displayed at the school.

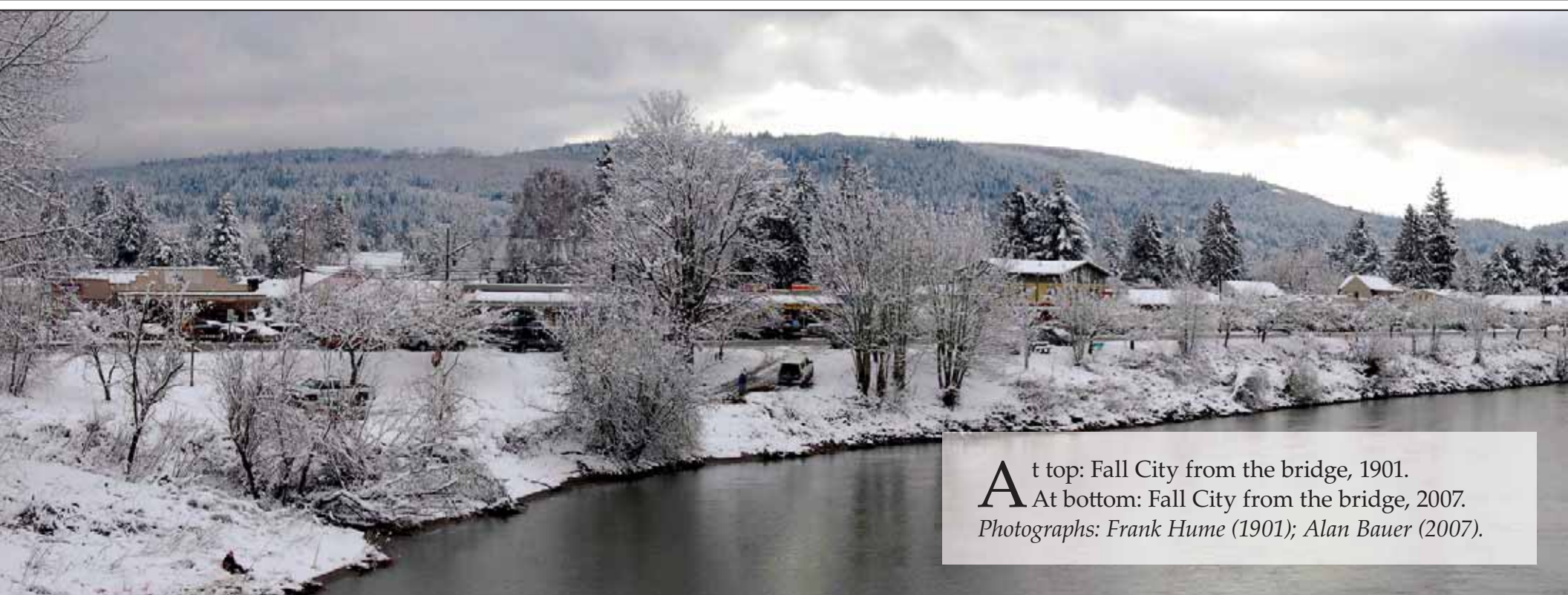




The most recent owners of the historic McKibben-Corliss house are continuing the striking Halloween decorations we've come to enjoy there. They also grow the large pumpkins shown on the porch in their garden.

The Hop Shed in Fall City Park (below); the Snoqualmie Hops Ranch (right), at the time claimed to be the "largest hop ranch in the world"; and hop picking at Tolt (bottom right).





At top: Fall City from the bridge, 1901.
At bottom: Fall City from the bridge, 2007.
Photographs: Frank Hume (1901); Alan Bauer (2007).