

FALL CITY CALENDAR 2017

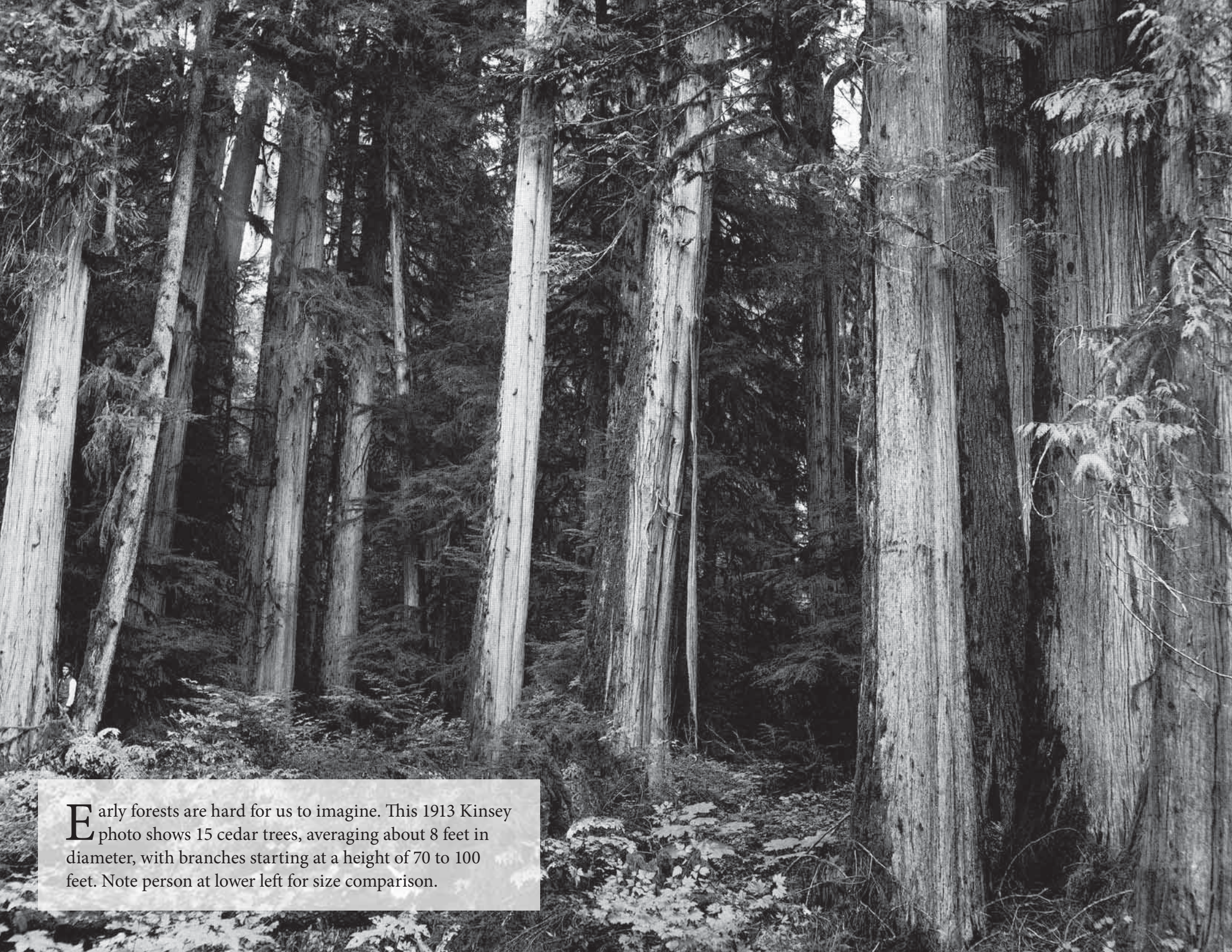


EARLY LOGGING

ALL PROCEEDS BENEFIT THE FALL CITY HISTORICAL SOCIETY

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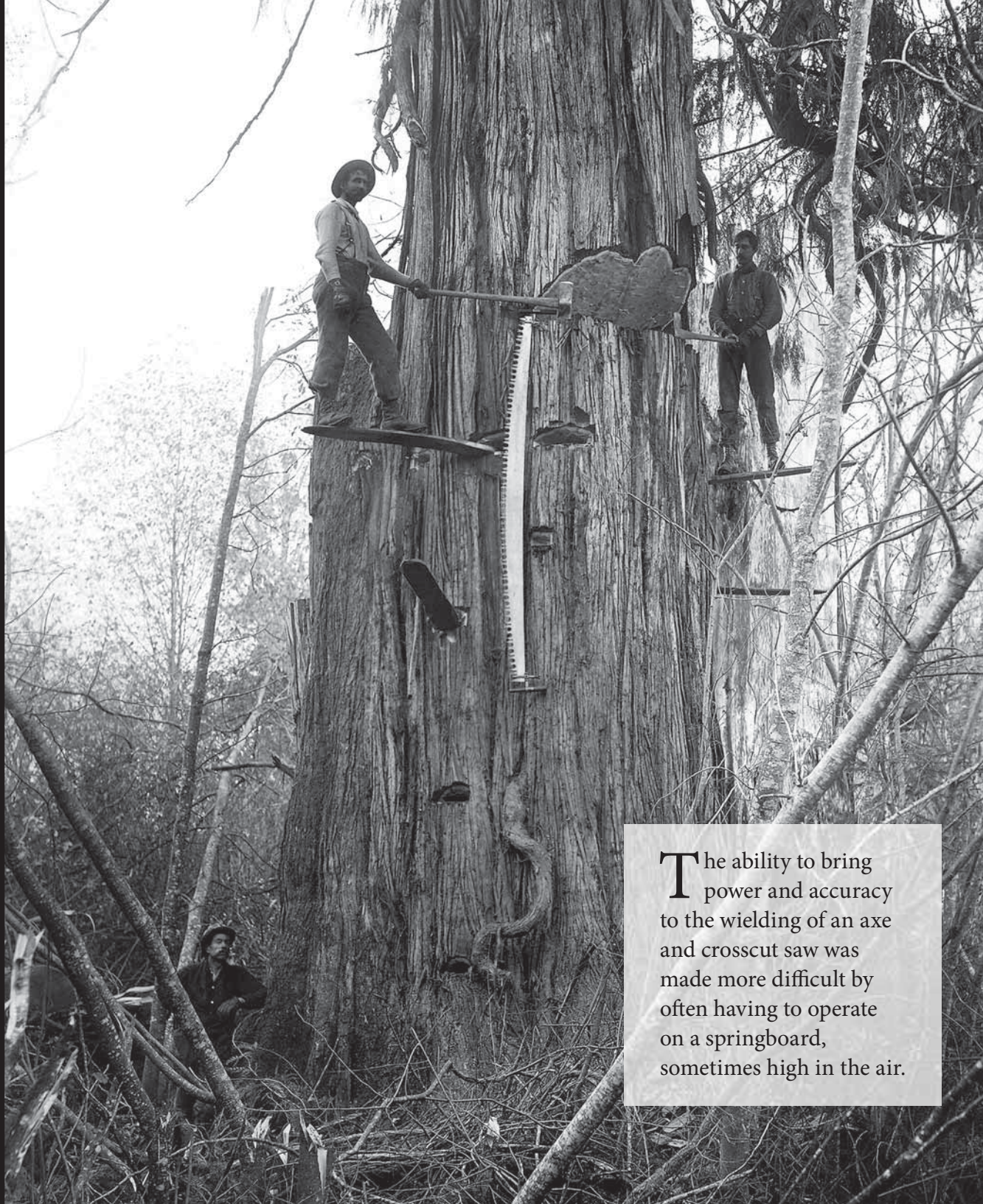
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Early forests are hard for us to imagine. This 1913 Kinsey photo shows 15 cedar trees, averaging about 8 feet in diameter, with branches starting at a height of 70 to 100 feet. Note person at lower left for size comparison.

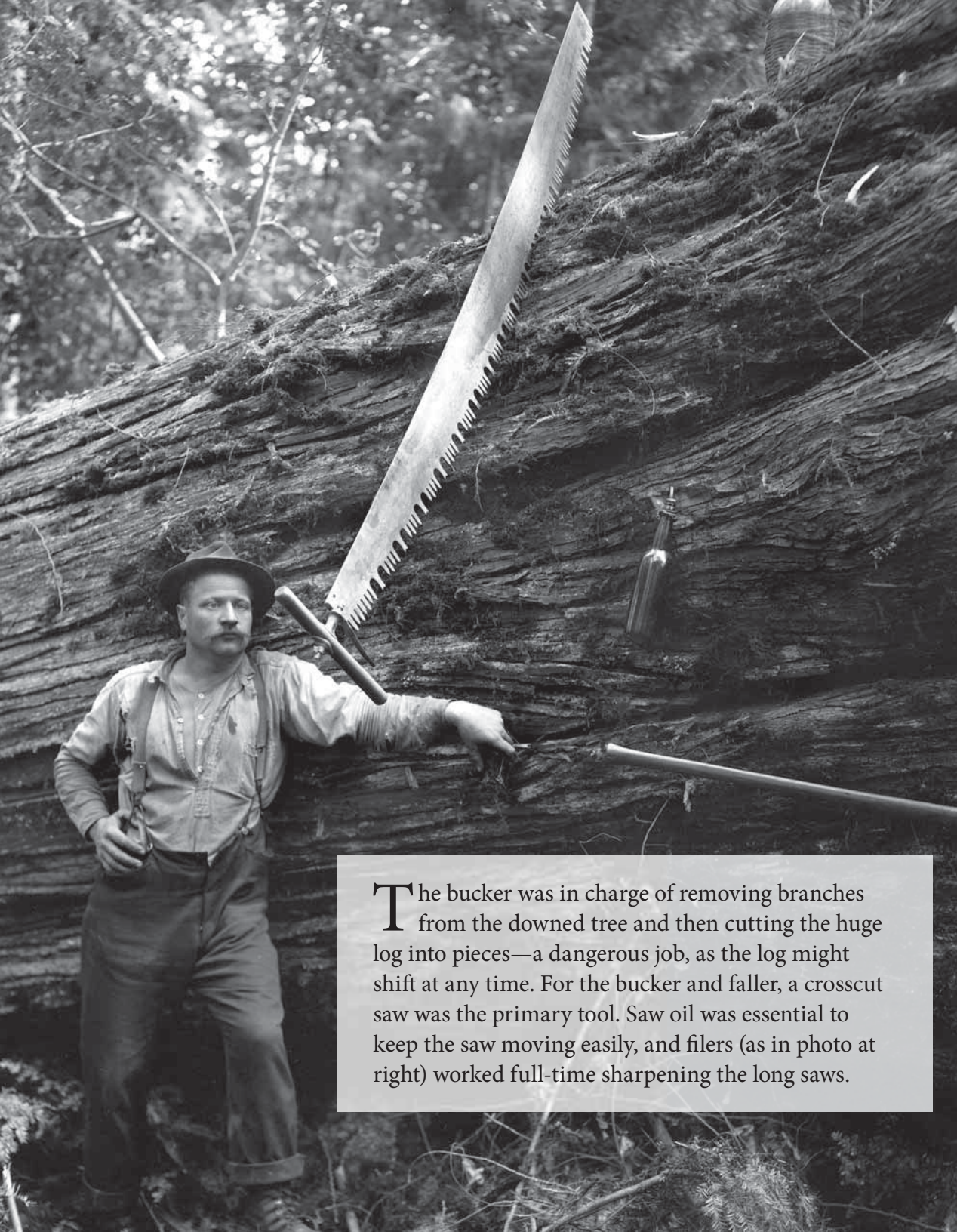


F allers required not only the strength and skill to bring down the big trees, but also the ability to decide where best to put them and “hit the spot.” Note the spiked boots, the springboard at lower left, and the critically important oil for the crosscut saw.




The ability to bring power and accuracy to the wielding of an axe and crosscut saw was made more difficult by often having to operate on a springboard, sometimes high in the air.





The buck was in charge of removing branches from the downed tree and then cutting the huge log into pieces—a dangerous job, as the log might shift at any time. For the buck and faller, a crosscut saw was the primary tool. Saw oil was essential to keep the saw moving easily, and filers (as in photo at right) worked full-time sharpening the long saws.





Choker setters worked to get a chain or cable around the end of a log section so it could be hauled to the loading site. The ends of logs were “sniped,” as shown here, to make them less likely to snag. In this photo, however, the log has stuck behind a large piece of debris.

Horses and oxen were used in the early days to move logs and shingle bolts. A skid road was made with sections of smaller logs, which had to be regularly greased to keep things moving easily. Additional crew members were needed to care for the animals, and food had to be brought in for them.



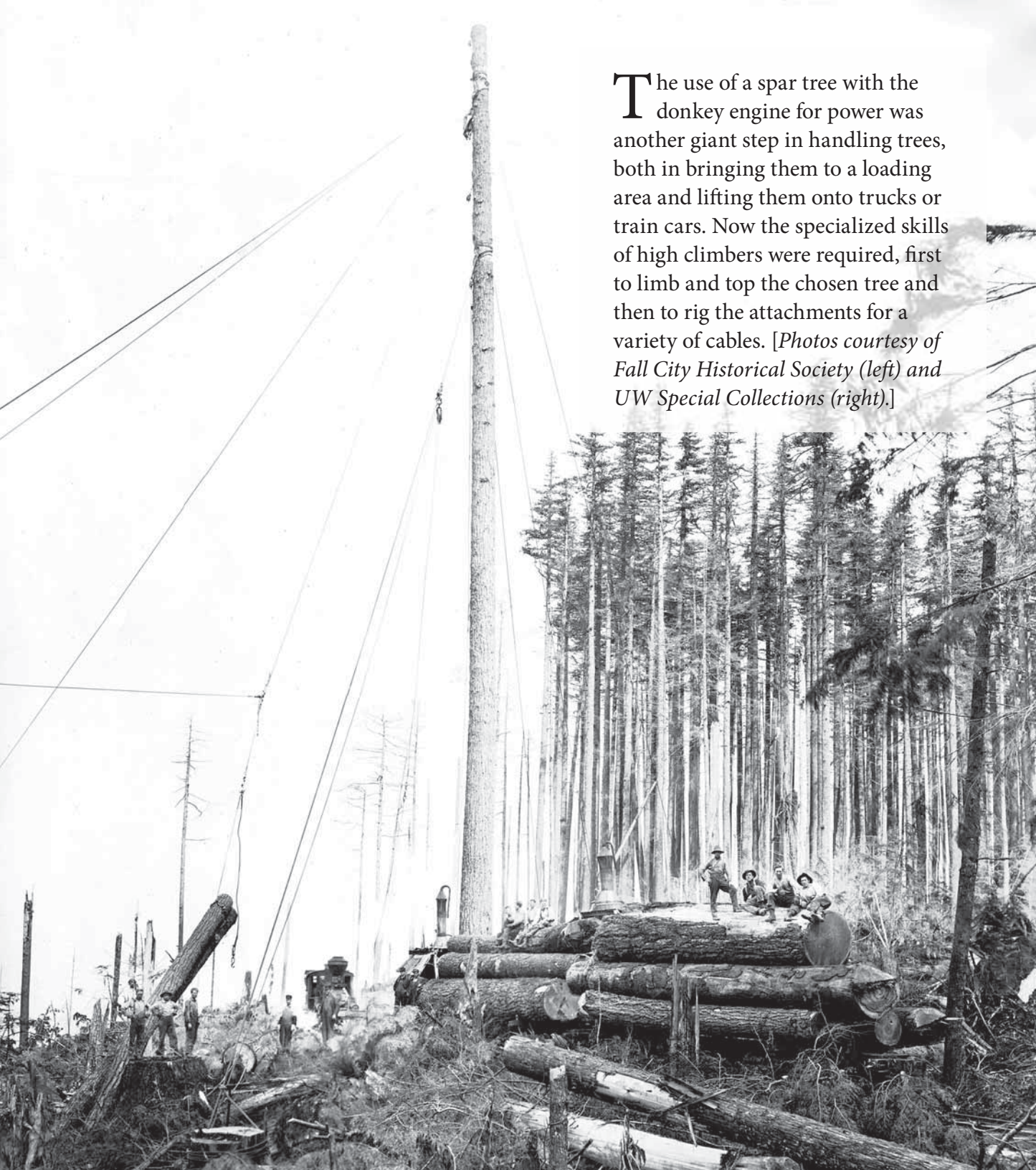
The steam “donkey” engine, shown here near Lake Marie, revolutionized logging by creating power to move logs more easily. Wood and water to “feed” the donkey were more available deep in the woods, and fewer crew were required to care for it. (Photo courtesy of the Snoqualmie Valley Historical Museum.)



Lack of roads and adequate vehicles for hauling logs and shingle bolts made waterways a major means of transport. Photo shows a boom of shingle bolts on the Stillaguamish River.



The use of a spar tree with the donkey engine for power was another giant step in handling trees, both in bringing them to a loading area and lifting them onto trucks or train cars. Now the specialized skills of high climbers were required, first to limb and top the chosen tree and then to rig the attachments for a variety of cables. *[Photos courtesy of Fall City Historical Society (left) and UW Special Collections (right).]*



UW 35582



Four North Bend Logging Co. trucks pass through North Bend in 1943, each carrying a 24-ft section from a 200-ft Douglas fir. Together they comprised some 35,000 board feet of lumber—enough to build four to six houses of an average size for the time. *(From the collection of the Fall City Historical Society.)*



Steam locomotives soon joined steam donkey engines in powering the moving of trees. Railroad spurs were built into logging areas, and elaborate trestles, such as this one over the Raging River, carried tracks over rivers and uneven terrain.

Snoqualmie Falls Lumber Company, below, became the largest mill in the area, and the mill town of Snoqualmie Falls was a thriving community for many years.

The earliest sawmill in the Snoqualmie Valley was the Watson Allen mill, at right, built in 1873 and powered by the waters of Tokul Creek. *(Watson Allen photo courtesy of the Snoqualmie Valley Historical Museum.)*

