In 1891, the U.S. Postal Service contracted with the railroad to carry the mail. Mail was dropped off at the Fall City Depot and then was brought to the post office by Simon “Time” Bailey with his two-horse team and wagon. He also transported freight and passengers.

In 1901, the Northern Pacific Railroad acquired the Seattle, Lake Shore and Eastern track, facilities and rolling stock. However, with improvements in roads and vehicles, the railroads began to lose money on spurs like the one connecting North Bend to Seattle. In 1970, what remained of the Northern Pacific became the Burlington Northern and by 1974, rail service to the Snoqualmie Valley had been discontinued. The tracks that had tied the Snoqualmie Valley to the outside world were torn up and the bridges and trestles dismantled. Within a few years all that was left was a trail for hikers and bikers, called the Preston-Snoqualmie Trail.

In 1885, a group of Seattle businessmen formed the Seattle, Lake Shore and Eastern Railway. Their plan was to build a railroad from Seattle, through Woodinville, Squak (now Issaquah), Preston, “The Landing” (early name for Fall City), Rangers Prairie (now Snoqualmie and North Bend) and over the pass to Eastern Washington. The current Preston-Snoqualmie Trail is a portion of that route. With venture capital from the sale of stock, the railroad began laying track, and by 1888, it had reached Issaquah.

During the following year, the tracks passed Fall City, crossing the wagon road that is now Lake Alice Road at the present trail site, and reached North Bend. Shortly after that, the railroad built a small depot at the Fall City crossing, including a water tower to serve steam engines. The isolated community of Fall City now became connected with Seattle by rail and telegraph. Daily service of freight and passengers launched the sleepy village into a new timetable, based on when the train either arrived or left the depot.

The last steam engine to travel through the Snoqualmie Valley was Northern Pacific Engine #1372, brought out for an historic trip in 1957. It is shown here at the Fall City Water Tower. The depot had been taken down before this photo.