The data for this map was gleaned from maps in Warren Wing's 'To Seattle by Trolley,' from a 1910 Plat Book of Snohomish County, from a Thomas Guide map, from an interview with retired interurban motorman Walt Shannon*, and by the author's personal recognizance. Photographs, unless otherwise noted, are by the author, Fred Bird.

* Shannon died in 2003.

The Interurban Trail logo (the middle sign) is taken from the original 1930s North Coast Lines logo.

Ronald Place, just east of Aurora Ave. at N. 176th St., offers one of the last views of the original Everett interurban route. The first paved with bricks. The Ronald interurban station was to the right, just beyond the bank drive-in building.

One of the very few "archeological" remnants of the Everett-Snohomish County old interurban route is owned by the Snohomish County Public Utility District which runs power lines along the right-of-way. In the 1990s, Snohomish County and the cities of Everett and Lynnwood built an 11.8-mile pedestrian and bicycle trail, called the Interurban Trail. It starts at its north end (pictured here) just west of the Everett Mall at the south end of West Mall Dr., and runs south to 211th St. SW in Lynnwood.

In Snohomish County the old interurban route is owned by the Snohomish County Public Utility District which runs power lines along the right-of-way. In the 1990s, Snohomish County and the cities of Everett and Lynnwood built an 11.8-mile pedestrian and bicycle trail, called the Interurban Trail. It starts at its north end (pictured here) just west of the Everett Mall at the south end of West Mall Dr., and runs south to 211th St. SW in Lynnwood.

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The Seattle-Everett Interurban Railway Routes, Then And Now
Produced by Frederick Bird, 2000

These are Seattle's favorite examples of civic art, but the wait would be a long one since the interurban didn't run on N. 34th St., but continued south across the Fremont Bridge.

Two American Car Company interurbans photographed by Asahel Curtis in 1907. According to Warren Wing in 'To Seattle by Trolley,' these cars were purchased new by Fred Sander. In 1910 they were sold by Stone & Webster in Seattle where they remained in service until 1940.

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The Kittyhawk (the lower sign) is from an interview with retired interurban motorman Walt Shannon, and by the author's personal recognizance. Photographs, unless otherwise noted, are by the author, Fred Bird.

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