

The Seattle-Everett Interurban Railway Routes, Then And Now

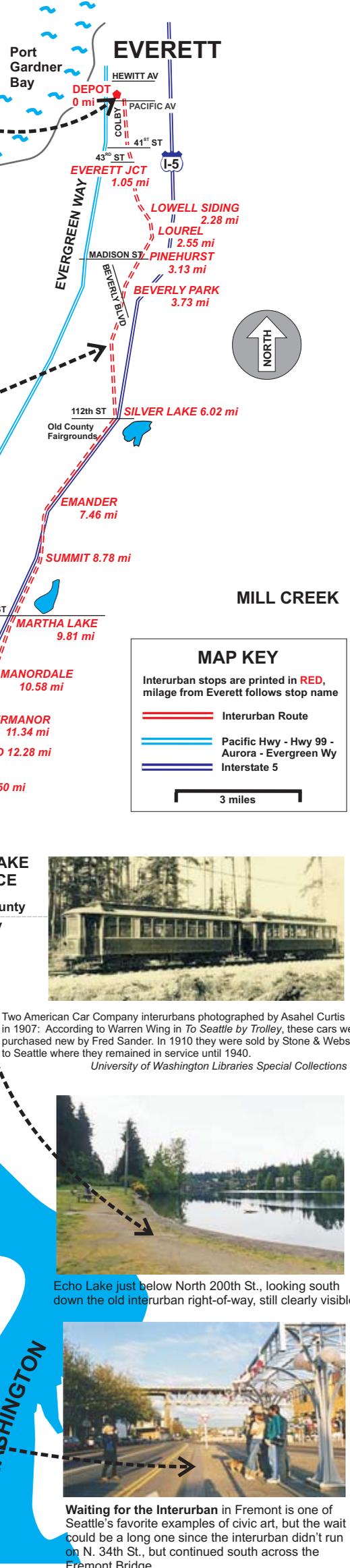
Produced by Frederick Bird, 2000

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 dispatcher's cupola is still attached to the original Everett interurban terminal building. Today, the building, located at the northwest corner of Pacific and Colby Avenues, houses medical offices. The third floor was added in later years.



MAP KEY

Interurban stops are printed in **RED**, mileage from Everett follows stop name

- Interurban Route (Red dashed line)
- Pacific Hwy - Hwy 99 - Aurora - Evergreen Way (Blue solid line)
- Interstate 5 (Blue dashed line)

3 miles



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.



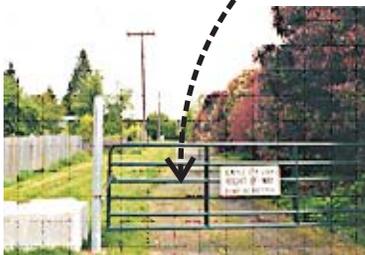
The Interurban Trail logo (the middle sign) is taken from the original 1930s North Coast Lines logo.



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



One of the very few "archeological" remnants of the Everett-Seattle interurban still visible, other than the right-of-way itself, is this bridge abutment which dominates the southwest corner of Aurora Ave. and North 155th St.



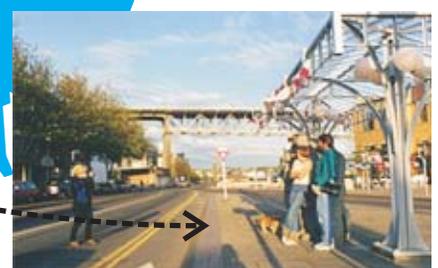
Leaving Seattle the interurban ran north on city trolley tracks as far as N. 85th St. where it turned on to a private right-of-way, pictured here at its southernmost visible site, on N. 86th St., between Evanston and Fremont. The right-of-way in King County is maintained by Seattle City Light.



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 to Seattle where they remained in service until 1940. University of Washington Libraries Special Collections



Echo Lake just below North 200th St., looking south down the old interurban right-of-way, still clearly visible.



Waiting for the Interurban in Fremont is one of Seattle's favorite examples of civic art, but the wait could be a long one since the interurban didn't run on N. 34th St., but continued south across the Fremont Bridge.