

# Memory Lane...One man's meat

WE OBSERVED last week that while the rank and file greeted the kind of inexpensive transportation represented by the trolley as a grand opportunity, at the turn of the century, property owners whose lands got in the way of the right of way had other feelings.

Ah, the price of progress.

The old Lansdale Republican newspaper of Aug. 22, 1900, observed that the Allentown to Flourtown trolley track would be laid along the west side of Allentown rd. south of the tollgate, and added:

"On part of this (route) the fences have been removed, corn cut off and trees chopped down."

The tollgate referred to probably was the former schoolhouse-Hulshouser dwelling on the

north corner of Broad st. and Allentown rd.

THE MAIN story pointed out that the trolley company — then the Inland Traction Company — was still gathering signatures on right of way easements south of North Wales.

This was happening "in spite of strenuous opposition on the part of certain large property owners."

The story said that despite the opposition "the sentiment of the large majority of the owners of real estate along the (Sumneytown) turnpike is said to be strongly in favor of the trolley..."

On top of that, trumpeted the old Republican, "it is more than likely that some way will be found to defeat the purposes of the ob-

structionists."

While the land battles and planning on both sides of North Wales continued apace, Inland was progressing with another section of its line north of Quakertown.

"NEWS FROM Allentown," reported the Republican, "is to the effect that the Inland people are about ready to begin operations on the line from that place to Coopersburg, the necessary right of way having been secured."

Concluded the Republican's information:

"With the completion of this part of the road there will remain but a short link between Coopersburg and Quakertown to complete the line from Lansdale to Catasauqua."

In hardly more than a decade, of course, the completed line would pass from Inland control to the Lehigh Valley Transit Company, which ran this most flexible mass transportation route until it fell victim to the law of diminishing returns, alias the automobile, in the early 1950s.

Turning from trolleys to trains, one thing the conservationists of those days couldn't say about the local railroad was that it cluttered the air — according to the railroad, that is.

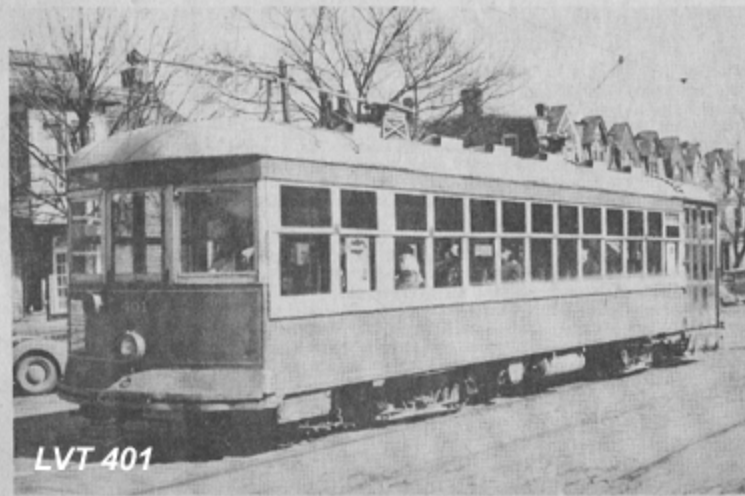
A Philadelphia and Reading Company (that was the Reading's daddy) advertisement in the old Republican in those days boasted: "Engines burn hard coal — no smoke."

Tell it to the guy flicking the fly ash off his coat lapel.

— The Old Timer

*North Penn Reporter*  
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## Old Timer's Album



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