

**OFF-HAND SKETCHES; A
COMPANION FOR THE TOURIST
AND TRAVELLER OVER THE
PHILADELPHIA, POTTSVILLE, AND
READING RAILROAD**

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Off-hand sketches; a companion for the tourist and traveller over the Philadelphia, Pottsville, and Reading railroad by Wm. J. Bromwell

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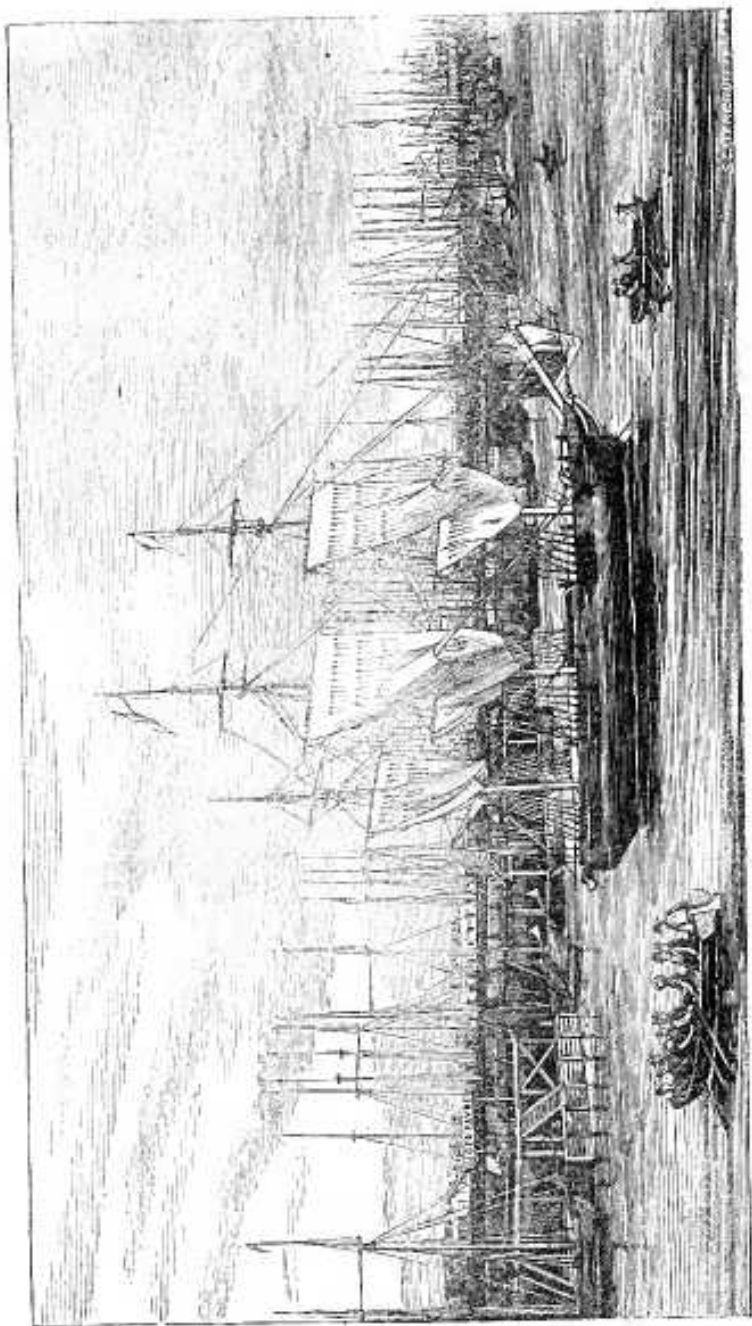
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WM. J. BROMWELL

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PHILADELPHIA, POTTSVILLE, AND
READING RAILROAD**



PORT RICHMOND.

Brownwell, William.

OFF-HAND SKETCHES;

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COMPANION FOR THE TOURIST AND TRAVELLER

OVER THE

PHILADELPHIA, POTTSVILLE, AND READING RAILROAD.

DESCRIBING

THE SCENERY, IMPROVEMENTS, MINERAL AND AGRICULTURAL
RESOURCES, HISTORICAL INCIDENTS, AND OTHER SUBJECTS
OF INTEREST IN THE VICINITY OF THE ROUTE.

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With Numerous Engravings.  
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PHILADELPHIA:
PUBLISHED BY J. W. MOORE,
195 CHESTNUT STREET.
1854.

TABLE OF DISTANCES BETWEEN
Philadelphia and Cincinnati,
VIA RAILROAD.

PENNSYLVANIA RAILROAD.—PASSENGER STATIONS, 1853.

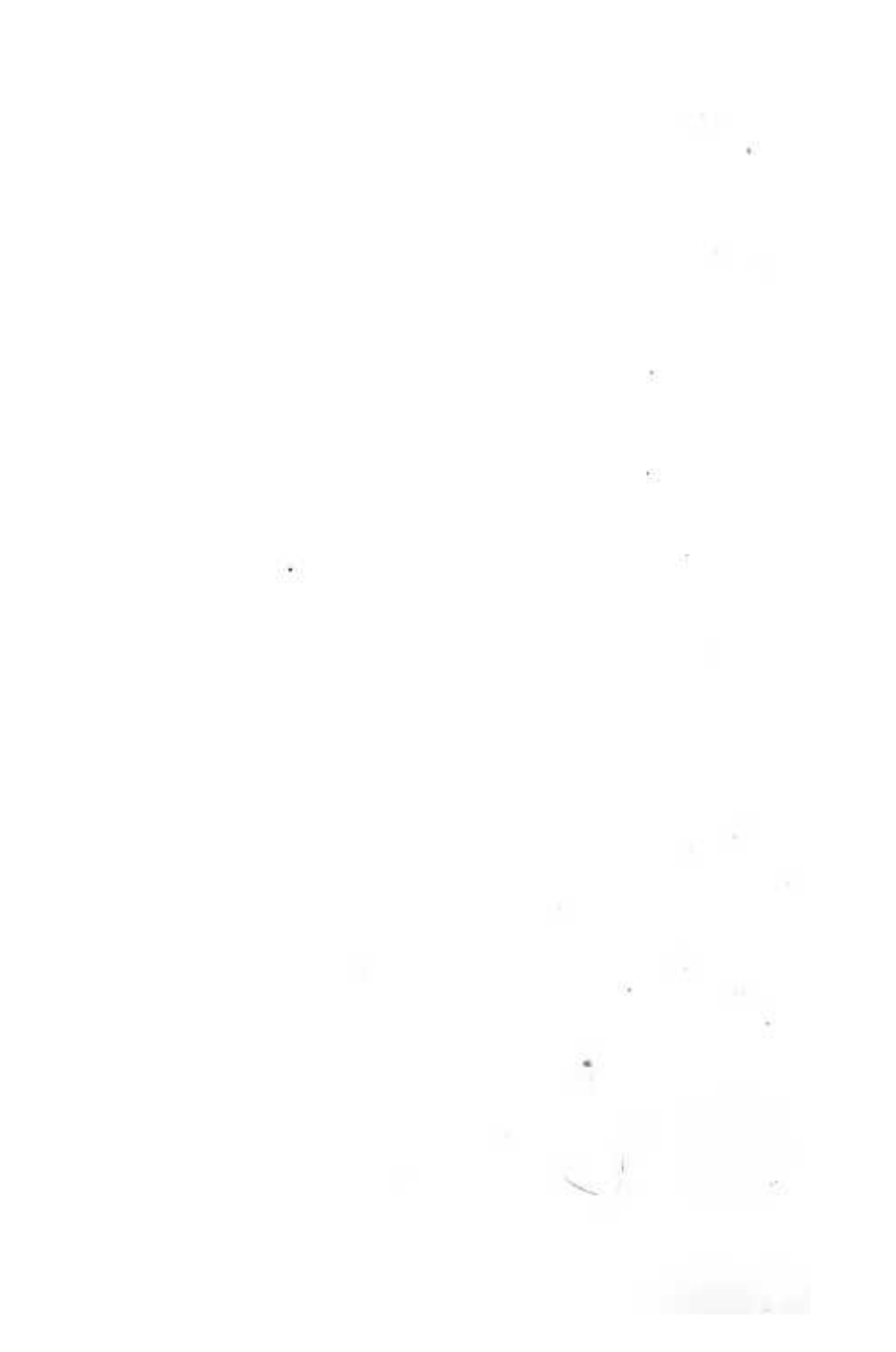
Miles.	Dist. Betw. Stat's.	Miles.	Dist. Betw. Stat's.	Miles.	Dist. Betw. Stat's.		
		121	Aqueduct,	3	248	Plane No. 8	2
4	Hestonville,	127	Baily's,	6	252	Summit,	4
9	White Hall,	131	Newport,	4	255	Plane No. 4,	3
13	Morgan's Corner,	137	Millerstown,	6	258	Plane No. 2,	3
15	Eagle,	142	Thompsontown,	5	262	Jefferson,	4
20	Puoli,	148	Mexico,	6	266	Half-Way House,	4
25	Steamboat	150	Perryville,	2	269	Viaduct,	3
29	Oakland,	153	Mifflin,	3	275	Conemaugh,	6
32	Downingtown,	165	Lewisport,	12	277	Johnstown,	2
33	Gallagherville,	173	Anderson,	7	282	Ninereb,	9
38	Coatsville,	177	McVeystown,	5	290	Florence,	4
43	Parksburg,	182	Manayunk,	6	295	Lockport,	5
46	Penningtonville,	187	Newton Hamilton,	5	297	Bolivar,	2
50	Gap,	190	Mount Union	3	302	Blairsville Intersect'n,	5
53	Kinzer's,	193	Mapleton,	3	Blairsville,		
56	Lemonplace,	196	Mill Creek,	3	306	Hillside,	4
61	Bird in Hand,	201	HUNTINGTON,	6	310	Berry,	4
68	LANCASTER,	208	Petersburgh,	7	315	Latrobe,	5
69	Dillerville,	211	Barree,	3	317	Bratt's	2
74	Landisville,	214	Spruce Creek,	3	324	Greensburg,	7
80	Mount Joy,	218	Birmingham,	4	327	Kadebaugh's,	3
86	Elizabethtown,	221	Tyrone,	3	332	Manor,	5
95	Middleton,	225	Tipton's	4	334	Irwin's	2
98	Highspire,	227	Fosteria,	2	339	Stewart's,	5
104	HARRISBURG,	229	Bell's Mill,	2	344	Brinton's,	5
109	Rockville,	235	Altoona,	6	349	Wilkinsburgh,	5
114	Cove,	242	HOLLIDAYSBURG INT.,	7	351	Liberty,	2
118	Duncannon,	246	Plane No. 9,	4	355	PITTSBURGH,	4

PASSENGERS CHANGE BAGGAGE CHECKS.

OHIO AND PENNSYLVANIA RAILROAD.

Miles.	Dist. Betw. Stat's.	Miles.	Dist. Betw. Stat's.	Miles.	Dist. Betw. Stat's.			
361	Courtney's,	449	Louisville,	6	552	Iberia,	7	
365	Haysville,	455	Canton,	6	550	Gilead,	7	
376	Sewickley,	463	MASSILON,	8	565	Cardington,	5	
369	Shousetown,	470	Lawrence,	7	571	Oxford,	7	
372	Economy,	474	Fairview,	4	579	Delaware,	8	
375	Baden,	478	Orrville,	4	586	Orange,	7	
378	Freedom,	481	Paradise,	3	572	Worthington,	6	
380	Rochester,	489	WOOSTER,	8	602	COLUMBUS,	10	
383	New Brighton,	495	Millbrook,	6	616	West Jefferson,	14	
393	Darlington,	499	Clinton,	4	627	London,	11	
399	Enon,	505	Lakerville,	6	643	Selma,	15	
402	Palatine,	510	Loudonville,	6	649	Cedarville,	6	
409	Bull Creek,	516	Perryville,	6	657	Xenia,	8	
414	Columbiana,	522	Lucas,	6	664	Spring Valley,	7	
420	Franklin,	527	MANSFIELD,	6	671	Corwin,	7	
424	Salem,	534	Spring Mill,	7	677	Oregon,	6	
429	Damascus,	542	CRESTLINE,	8	690	Deerfield,	13	
432	Smithfield				765	Miaminville,	15	
437	ALLIANCE,		CLEVE. COL. & CIN. RAIL ROAD.		712	Plainville,	7	
443	Strasburg,	6	545	Galion,	3	722	CINCINNATI,	10

-4-41



Philadelphia and Reading Railroad.

PASSENGER TRAIN TIME TABLE.

Leave Philadelphia from the Depot, Broad and Callowhill Street, at
 7½ A. M., and 3½ P. M. Daily Except Sundays, when an
 Excursion Train leaves at 7½ A. M. Returning
 leaves Pottsville at 4 P. M.

UP TRAINS.			DOWN TRAINS.		
STATIONS.	<i>Exp's Morn.</i>	<i>Way Aft'n.</i>	STATIONS.	<i>Way Morn.</i>	<i>Exp's Aft'n.</i>
Leaves PHILADELPHIA,	7.30	3.30	Leaves POTTSVILLE,	7.30	3.30
Passes Schl. Viaduct,	—	3.41	Passes Mt. CARBON,	7.37	3.37
“ Manayunk,	—	3.50	“ SCHL. HAVEN,	7.46	3.45
“ Conshohocken,	—	4.05	“ Orwigsburg,	7.57	—
“ Norristown,	—	4.12	“ Auburn,	8.05	—
“ Port Kennedy,	—	4.21	“ PORT CLINTON,	8.20	4.10
“ Valley Forge,	—	4.26	“ Hamburg,	8.30	—
“ PHOENIXVILLE,	8.31	4.41	“ Mohrsville,	8.48	—
“ Royer's Ford,	—	4.51	“ Althouse's,	8.53	—
“ Limerick,	—	4.56	“ READING,	9.10	4.51
“ POTTSWOWN,	8.58	5.13	“ Birdsboro,	9.32	—
“ Douglassville,	—	5.22	“ Douglassville,	9.41	—
“ Birdsboro,	—	5.33	“ POTTSWOWN,	9.51	5.30
“ READING,	9.34	6.00	“ Limerick,	10.04	—
“ Althouse's,	—	6.25	“ Royer's Ford,	10.08	—
“ Mohrsville,	—	6.30	“ PHOENIXVILLE,	10.18	5.56
“ Hamburg,	—	6.48	“ Valley Forge,	10.29	—
“ PORT CLINTON,	10.17	6.58	“ Port Kennedy,	10.34	—
“ Auburn,	—	7.11	“ Norristown,	10.44	—
“ Orwigsburg,	—	7.19	“ Conshohocken,	10.51	—
“ SCHL. HAVEN,	10.43	7.27	“ Manayunk,	11.06	—
“ MOUNT CARBON,	10.52	7.36	“ Schl. Viaduct.	11.18	—
Arrives at POTTSVILLE,	11.00	7.45	Arrives at PHILAD'A.	11.30	7.00

STAGE CONNEXIONS.

At PHOENIXVILLE, with Express and Way Trains, for Yellow Springs, &c.
 At POTTSWOWN, with Express Trains, for Boyerstown, Allentown, &c.
 At READING, with Express Trains, for Lebanon, Harrisburg, Bernville, Jonestown, &c.
 At POTTSVILLE, with Express Trains, for Northumberland, Sunbury, Danville, Cata-
 wissa, &c.

RAILROAD CONNEXIONS.

At PORT CLINTON, to Tamaqua, thence by Stage to Mauch Chunk, Wilkesbarre, Lack-
 wanna, Hazelton, &c.
 At SCHUYLKILL HAVEN, to Minesville, Tremont, &c.
 At MOUNT CARBON, to Tuscarora, Middleport, &c.

Philadelphia and Reading Railroad.

PASSENGER FARES AND DISTANCES.

UP TRAINS.				DOWN TRAINS.			
Dist.	From Philad ^a to	FARES.		Dist.	From Pottsville to	FARES.	
		No. 1	No. 2			No. 1	No. 2
3½	Schl. Viaduct,	.15	.10	1	MOUNT CARBON,	.05	.05
7	Mannayunk,	.20	.15	4	SCHL. HAVEN,	.15	.10
13½	Conshohocken,	.30	.25	7	Orwigsburg,	.20	.15
17	Norristown,	.40	.30	10	Auburn,	.30	.25
21½	Port Kennedy,	.65	.50	15	PORT CLINTON,	.45	.35
23½	Valley Forge,	.70	.60	18	Hamburg,	.55	.45
27½	PHOENIXVILLE,	.80	.65	25	Mohrsville,	.75	.60
32	Royer's Ford,	.95	.80	27	Althouse's,	.80	.65
34	Limerick,	1.05	.85	35	READING,	1.05	.85
40	POTTSTOWN,	1.20	1.00	44	Birdsboro,	1.30	1.10
44½	Dougllassville,	1.35	1.10	48½	Dougllassville,	1.45	1.20
49	Birdsboro,	1.50	1.25	53	POTTSTOWN,	1.60	1.30
58	READING,	1.75	1.45	59	Limerick,	1.75	1.45
66	Althouse's,	2.00	1.65	61	Royer's Ford,	1.80	1.50
68	Mohrsville,	2.05	1.70	65½	PHOENIXVILLE,	1.95	1.65
75	Hamburg,	2.25	1.90	69½	Valley Forge,	2.05	1.70
78	PORT CLINTON,	2.35	1.95	71½	Port Kennedy,	2.10	1.75
83	Auburn,	2.50	2.10	76	Norristown,	2.35	1.95
86	Orwigsburg,	2.60	2.15	79½	Conshohocken,	2.45	2.00
89	SCHL. HAVEN,	2.70	2.20	86	Mannayunk,	2.55	2.15
92	MOUNT CARBON,	2.75	2.25	89½	Schl. Viaduct,	2.65	2.20
93	POTTSTOWN,	2.75	2.25	93	PHILADELPHIA.	2.75	2.25

Way Trains stop at all the points stated: EXPRESS Trains only at those Stations in SMALL CAPITALS, and *positively* at no others.

All Passengers will purchase their tickets before entering the cars.

Fifty pounds of Baggage are allowed each Passenger.

Passengers are strictly forbidden to stand outside, on the Platforms, while the cars are in motion.

Passengers waiting for Way Trains, at Way Points where there is no Railroad Agent, will signal the approaching Trains, otherwise they will not stop.

A WORD BEFORE WE GO.

IN all parts of Europe the traveller is supplied with Guide-books, detailing, for his special information and satisfaction, the leading features of all objects of interest on his route. There is not an antiquated castle, a battle-field, a mountain, or a river, but has its peculiar points revealed for the entertainment of the stranger, as he rambles along from place to place. No doubt this materially adds to the interest and subsequent *value* of travel; and probably constitutes one of the paramount attractions of a tour in Europe, since all its incidents are thus permanently impressed on the mind.

In the United States no such conveniences exist; and this is probably one reason why foreigners generally misunderstand and misrepresent us—they are not *sufficiently informed* to give a correct estimate of our resources, peculiarities, and institutions. They hastily pass over our railways and rivers, and, for the want of suitable printed-guides, return as profoundly ignorant of the routes traversed as they were at the starting-point—for seeing is not *understanding*.

In her physical aspect and resources, Pennsylvania is pre-eminently the most interesting State in the Union—yet, for the want of *popular descriptions* and references, her real character is comparatively obscured from the public view. The most intelligent individual may make the tour from the Delaware to the Ohio by railroad, and yet be unable to identify one-half the towns, or mountains, or streams, or otherwise explain correctly the prominent local characteristics of the route traversed. Thousands of persons, of fortune and leisure, owing to this evil, are intimidated from travelling; while many proceed direct to Europe, before visiting the objects of interest in their own immediate land.

It was as much with the hope of converting our time to a useful pur-