

First Train to Bytown

These stones on the land and in the river are all that remains of the first rail line to reach Bytown. Beginning in 1854, the Bytown and Prescott Railway and its successors carried royalty, politicians, entrepreneurs, immigrants, and others arriving via Montreal and Toronto. This landmark is now the responsibility of the National Capital Commission (NCC).

The stone piers supported the train tracks leading to the early Sussex Street station. The last bridge, dismantled in the 1960s, was managed by the Canadian Pacific Railway and was known to locals as “the Black Bridge.” It figured prominently in the daring exploits of young Lowertown residents who dodged trains when using the bridge as a pedestrian crossway or a diving platform.

In 1912, the Ottawa Improvement Commission (precursor of the NCC) converted this land into a park called King Edward Avenue Park. The dry-stone wall was constructed along the river front and a subway was built under the tracks of the Canadian Pacific Railway. In May 2004, the NCC demolished this historic underpass.



BYTOWN & PRESCOTT RAILWAY

WINTER ARRANGEMENT.

ON and AFTER MONDAY, the 25th instant, PASSENGER TRAINS will run as follows, viz:

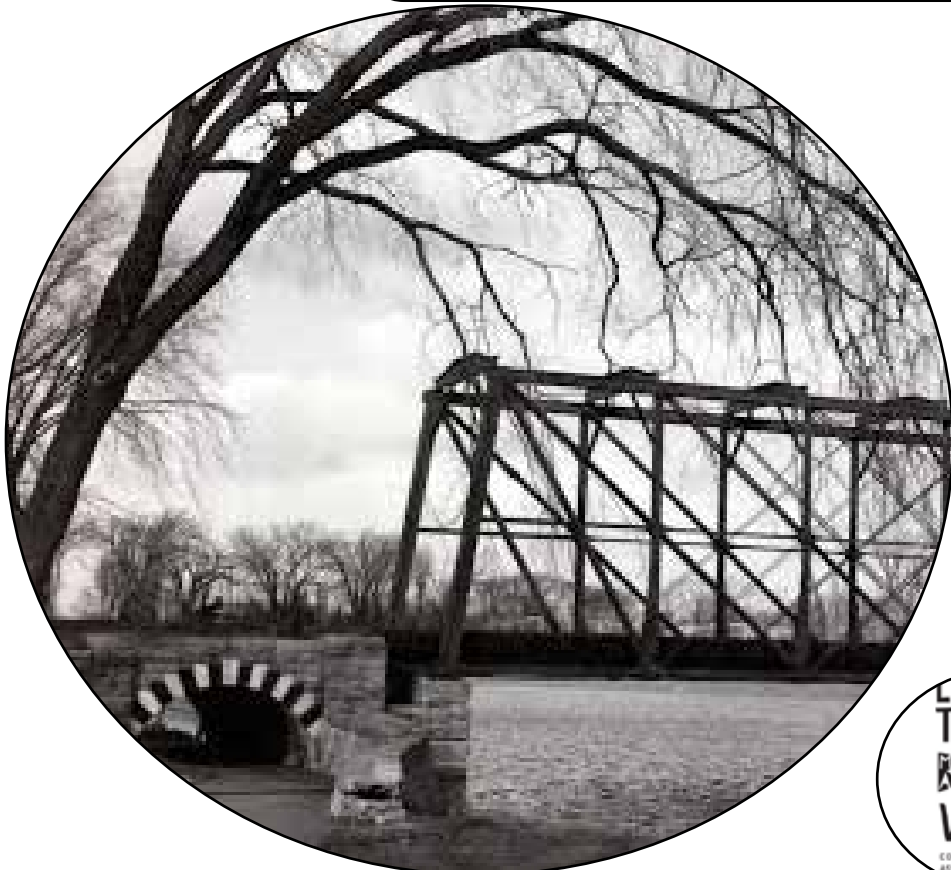
LEAVE BYTOWN

At SIX, A. M., *Railway Time*, — stopping at GLOUCESTER, OSGOODE, KEMPTVILLE, OXFORD and SPENCERS, and arrive at PRESCOTT at NINE, A. M., in time to connect with the Ogdensburgh Railroad Train going East.

LEAVE PRESCOTT

At 5.30, P. M., (*Railway Time*), or on the arrival of the Train on the Ogdensburgh Railroad, stopping at the Way Stations above mentioned, and arrive at Bytown at 8.30, P. M.

PASSENGERS for MONTREAL, BOSTON and NEW-YORK can proceed via OGDENSBURGH. ARRIVING in Montreal the same day, and in Boston and New York the following day.



Le premier train à Bytown

Les pierres que l'on voit sur la berge et dans la rivière sont les seuls vestiges de la première ligne ferroviaire à atteindre Bytown. À partir de 1854, les trains du chemin de fer Bytown and Prescott et de ses successeurs ont transporté des membres de la royauté, des politiciens, des entrepreneurs, des immigrants et d'autres voyageurs en provenance de Montréal et de Toronto. Aujourd'hui, ce site historique est géré par la Commission de la capitale nationale (CCN).

Les piles en pierres portaient les voies ferrées qui aboutissaient à l'ancienne gare de la rue Sussex. Le dernier pont, géré par la Compagnie de chemin de fer Canadien Pacifique et démantelé dans les années 1960, avait été baptisé « pont Noir » par les habitants. Il était souvent le théâtre d'exploits audacieux de la part des jeunes résidents de la Basseville qui esquivaient les trains pour le traverser à pied ou s'en servir comme plongeur.

En 1912, la Commission d'embellissement d'Ottawa (ancêtre de la CCN) a converti ce terrain qui est devenu le parc King Edward. La Commission a fait construire le mur en pierres sèches le long de la berge, ainsi qu'un tunnel sous les rails du Chemin de fer Canadien Pacifique. En mai 2004, la CCN a démoli ce tunnel historique.



BYTOWN & PRESCOTT RAILWAY

WINTER ARRANGEMENT.

ON and AFTER MONDAY, the 25th instant, PASSENGER TRAINS will run as follows, viz:

LEAVE BYTOWN

At SIX, A. M., *Railway Time*, — stopping at GLOUCESTER, OSGOODE, KEMPTVILLE, OXFORD and SPENCERS, and arrive at PRESCOTT at NINE, A. M., in time to connect with the Ogdensburgh Railroad Train going East.

LEAVE PRESCOTT

At 5.30, P. M., (*Railway Time*), or on the arrival of the Train on the Ogdensburgh Railroad, stopping at the Way Stations above mentioned, and arrive at Bytown at 8.30, P. M.

PASSENGERS for MONTREAL, BOSTON and NEW-YORK can proceed via OGDENSBURGH. ARRIVING in Montreal the same day. Boston and New York the following day.

