



A lithograph depicting the Ocean in the Matapedia valley in 1904.*



The Ocean pulled by a CN steam locomotive ca. 1945.*



In 1954, the Ocean was the first train to receive diesel equipment.*



CN introduced its new livery on the Ocean in 1961.*



The Pullman and CC&F cars in VIA blue and yellow around 1985.



VIA introduced HEP 1 equipment on the Ocean in 1993.



Implementation of the Renaissance equipment on the Ocean will be completed on July 15, 2004.

On July 3rd one hundred years ago, a train called the *Ocean Limited* made its inaugural run between Montreal and Halifax. The train, which was christened through a public contest, began as a summer supplement to the Intercolonial Railway's *Maritime Express*. The rail link on which it travelled had been completed since 1876 as a condition of Confederation. Today, as in 1904, the *Ocean* still travels the same 841 miles of tracks along the St. Lawrence river, through the Matapedia valley, and linking the cities of Campbellton, Moncton, Truro and Halifax. It is the longest-running regularly scheduled and named passenger train in Canadian history.

First operated by the Intercolonial Railway, the *Ocean* became part of Canadian National's network in 1919 and changed hands again in 1978 when VIA was formed. During its one hundred years of service, it has witnessed two world wars, tremendous advances in technology, as well as social and economic upheavals and developments. The train itself has not only remained an important link but a source of pride and progress for communities along its route. And it has played a crucial role during the two World Wars transporting troops to the Port of Halifax and bringing them home victorious.

The *Ocean* has also often served as a flagship for new railway equipment and technology throughout its history. The Victorian-style wooden cars pulled by a ten-wheeler steam locomotive of the early years gave way to the first air-conditioned coaches in 1937. In 1954, the train was the first to receive diesel equipment and, in 1961, the first to be painted with the very distinctive red, black and grey paint scheme still seen today on CN locomotives.

The 1954 cars manufactured by Canadian Car and Foundry (CC&F) and Pullman were in service until 1993 and were known at VIA as the blue and yellow cars. That year, VIA replaced the tired equipment with newly refurbished stainless steel cars, also dating from the 1950s, and introduced *Easterly* class, which offers passengers the charms and comfort of a bed and breakfast on wheels.

On July 15, 2004, the sprightly hundred-year-old will again become Canada's newest train as the last of three Renaissance consists intended for the service makes its inaugural run. The modern equipment includes spacious coach cars, sleeping cars featuring rooms with individual showers, service cars with a lounge area and a tailor-made dining car.

As railway cars have evolved over the last century, so too have the rail stations along the *Ocean's* route. The old North Street station in Halifax was demolished in the 1917 explosion, and was replaced by the current Halifax station. In Montreal, the historic Bonaventure station gave way to Central Station in 1943. VIA has also recently modernized a number of stations as part of its Renaissance capital investment program, giving a modern yet traditional look to stations in Moncton, Bathurst and Campbellton.

While the *Ocean* celebrates one hundred years of Maritime travel this summer, with the modernized stations along its routes and the brand new Renaissance equipment, the train seems destined to continue being an important link between the Eastern provinces and central Canada well into the new century.

THE RIDE OF THE CENTURY

OCEAN

1904-2004



The Bathurst station was completely renovated in 2003 as part of VIA's Renaissance of passenger rail program.



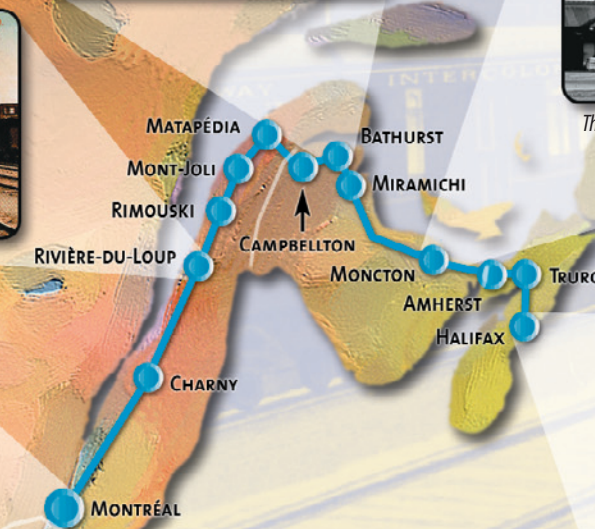
The Canadian National station in Moncton in 1939.



The Rivière-du-Loup Intercolonial station in 1904.



The historic Bonaventure station in Montreal before the 1916 fire.



The Halifax station and the Nova Scotian Hotel ca. 1930.*

Ocean Limited Starts To-day
 Splendid New Train of the Intercolonial Railway from Halifax to Montreal.
 It Will Make the Run to Montreal in 23 Hours Actual Time.
 "Flying Bluenose" of the Dominion Atlantic Also Starts To-day.
 The Ocean Limited, the new crack train of the Intercolonial, goes on its inaugural run between Montreal and Halifax, the great feat of the service being Montreal at 10 o'clock on Monday. The train will leave Montreal at 7:45 a.m. on Monday, and arrive in Halifax at 10:15 a.m. on Tuesday. The Ocean Limited will be the first of a new series of trains to be run on the Intercolonial.



This watercolour was part of a set presented to all passengers on the inaugural run of the Ocean in 1904.*



A map of the Intercolonial railway to the Maritimes completed in 1876 as a condition of Confederation.



The CN Pullman dinette car ca. 1962.*

FASTER SERVICE TO AND FROM THE MARITIMES

ALL NEW - DIESELIZED

Ocean LIMITED

and the SCOTIAN

Running time cut more than **2 hours**

MONTREAL HALIFAX

All modern equipment
 Wide choice of accommodations at popular prices

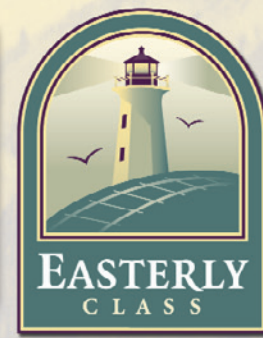
Top of the modern, most up-to-date train in Canada... completely modern from the streamlined diesel locomotive to the vestibule-end of the business coach. Everything in there for your comfort and convenience... water-garage washers, hair-dressing saloons, push-button air conditioning and attractive dining facilities.

Don't miss this new service... get to us every holiday, whether you choose dining, sleeping accommodations, business, executive, or family travel.

You get so much more for your money when you go by train.



Dining car service in the 1980s on the Ocean.



VIA launched Easterly class in 1993.



The Renaissance dining car was specifically designed for the Ocean.

*Canada Science and Technology Museum collection.