

Glencoe to Windsor—a total distance of 133 miles—also have been double tracked, making the double tracked mileage for the entire system 1,037 miles at December 31st, 1910. The Grand Trunk now ranks as one of the longest double tracked railways under one management.

The first important section of double track was completed in 1889, from the west approach of the Victoria Bridge (over the St. Lawrence River at Montreal) westwardly to Ste. Annes, P.Q.—a distance of 21 miles—also from Toronto eastwardly to Scarboro Jct., Ont., a distance of 9.03 miles. In 1892 the double track was extended eastwardly from Scarboro Jct., to Port Union, a distance of 8.44 miles. During the next 10 years the second track was extended from Vaudreuil to Port Hope, Ont., a distance of 247 miles—all of which was in service by January, 1899. During 1899 the gap from Ste. Annes to Vaudreuil, involving two expensive bridges over the Ottawa River was completed—a distance of 3.65 miles.

An important step towards completion of the double track between Montreal and Toronto was commenced in 1901, from near Port Hope, Ont., to Port Union—a distance of 46.44 miles. This work involved the revision of several heavy grades and the diversion of the line for four separate sections from the original line, for a total distance of 19 miles. This work was completed in 1903.

The second track between Toronto and Hamilton—a distance of 38.7 miles—was commenced in 1878 and completed in 1896.

From Niagara Falls to Hamilton—a distance of 43.9 miles—the second track was opened for service in May, 1903.

During the next two years—1904-1905—the work of laying the second track was proceeded with as far as Sarnia, being opened for traffic by December, 1905.