

downstream, for the committee, which might be given to us and added as an appendix; and the number of times and the length of times that either the upstream or the downstream brackets were closed to traffic because of the new construction?

Mr. CÔTÉ: For which period?

Mr. CHEVRIER: For the period of 1954 until now. I use 1954 because that is the time when the alterations started to the bridge.

Mr. Henderson said something about restricted truck traffic. What do you mean by that?

Mr. HENDERSON: The construction of the Victoria bridge—it was a railway bridge with brackets on the side of the bridge having a load limit of 27,000 lbs.; so we have a restriction in our tariff prohibiting vehicles with a gross weight of over 27,000 lbs. from crossing the bridge during the time when the traffic is on either one bracket or the other, when one bracket is closed down; we restrict truck traffic to vehicles with single rear tires.

We do that because it is the quickest way to determine it. We found it to be the most convenient way to determine whether a vehicle was too wide or not. The purpose of the restriction is to enable us to have bus traffic across the bridge; but if a truck should happen to break down, a bus could not get past it.

Mr. CHEVRIER: Can two trucks meet on either of the brackets?

Mr. HENDERSON: If they are single tire trucks, they can; but the average truck or trailer today is eight feet wide, and it is impossible for them to meet; I refer to dual tire trucks now on the Victoria bridge.

Mr. CHEVRIER: During the time that this restriction on trucks as well as the construction of the approaches to the vehicular bridge, plus the construction of the railway bridge, were going on, have you any idea, or could you tell the committee to what extent traffic diminished on the Victoria bridge?

Mr. HENDERSON: The unfortunate part of it in trying to arrive at a figure is that in 1956 we did open both sides of the bridge, and although they were open for a while and traffic tended to rise, yet with the restriction on trucks which we put over the bridge, we had approximately the same number of vehicles that we passed without the restrictions; but they were private cars which produced less revenue. It is very hard to determine our revenue change.

Mr. CHEVRIER: Is it not a fact that it was the feeling of the railway that with the construction of the downstream bracket in 1956 the traffic would be doubled?

Mr. HENDERSON: That is what we obtained from our reports, yes.

Mr. CHEVRIER: And was that confirmed after the two lanes were open?

Mr. HENDERSON: We did not have traffic figures prior to 1956. We have no vehicular count figures prior to 1956.

Mr. CHEVRIER: Why? You had no figures of traffic.

Mr. HENDERSON: We had no vehicle figures of traffic; the only basis we had was to take tests.

Mr. CHEVRIER: Well, that seems somewhat strange. Nonetheless I am not going to quarrel with you about it. But can you tell me this: if there was not some indication that traffic had doubled after the time the additional lane was opened, if you had figures after 1956, would you be able to compare them with these trends that you had?

Mr. HENDERSON: We have no vehicular count before 1957.

Mr. CHEVRIER: On either lane?

Mr. HENDERSON: That is right. The earnings of the bridge at that time were taken from the sale of tickets and the money collected.