

1956

16. In 1956, the passenger commuter operations of the Montreal and Southern Counties Railway Company on the downstream bracket of the bridge were abandoned and the railway track and sidewalk on that bracket were removed. In their place, a vehicular roadway 16' wide was constructed and from then on there were two traffic lanes on each bracket of the bridge. This made it possible to use three of these lanes for traffic in one direction at peak periods.

17. When the electric railway line and the sidewalk were removed from the downstream bracket of the bridge in 1956, regulations were passed under the provisions of the Railway Act restricting the use of the roadways to motor vehicles only.

18. Shortly after the Jacques Cartier bridge was opened for traffic, arrangements were made with the Montreal harbour commissioners to have tickets issued for one bridge accepted for passage on the other, each party to redeem, periodically, the tickets honoured by the other party. This interchangeability of tickets remained in force until the automatic collection of tolls, using a common token, came into operation.

1958

19. Automatic toll collection machines, with the use of tokens, were put into operation on Victoria Bridge on May 10, 1958.