

MINUTES OF THE ONE HUNDREDTH SIXTH MEETING  
APRIL 3, 1956

Pursuant to bylaws, the Ohio Turnpike Commission met in regular open session in its offices at 139 East Gay Street in Columbus, Ohio at 11:00 A.M. on April 3, 1956 with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, members of the press, and others in attendance.

The meeting was called to order by the Chairman, the roll was called, and the attendance was reported to be as follows:

Present: Allen, Beightler, Linzell, Teagarden, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Teagarden, seconded by Mr. Linzell, that the minutes for the meeting of March 13, 1956 which had been examined by the members of the Commission and on which the required corrections had been made be approved without reading.

A vote by ayes and nays was taken and all members responded to roll call. The vote was as follows:

Ayes: Teagarden, Linzell, Allen, Beightler, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman reported that the precursors of doom could go slithering back to their caves and wail their heads off about their bad predictions because the revenue of the Ohio Turnpike during the month of March 1956 would be approximately \$167,000, or 23%, in excess of February, 1956. He said that the total revenue for March would be approximately \$885,000 of which approximately \$758,000 represented toll revenue from

all classes of traffic which, as expected, had begun to experience the spring upturn. He said further that the toll-revenue figure of \$758,000 had been increased by approximately \$127,000 from concessions and all other sources of revenue. The Chairman said that revenue on Easter Sunday had been \$45,600, the highest for any single day of 1956. He said that toll revenue for the Easter week-end had been approximately \$164,000 of which \$44,500 had been on Friday, \$34,500 on Saturday, \$45,600 on Sunday, and \$39,400 on Monday. The Chairman said further that he did not know how many of the bleak prophecies which he had been hearing and reading from some sources in the previous few weeks had originated in malice and how many in ignorance, but whether malice or ignorance was of no consequence because the Ohio Turnpike was going to succeed. He said that the turnpike had opened at the beginning of the season when its least use had been expected and when its greatest expense had been prospective. He said further that the turnpike was then entering the season when its greatest use and least expense would be expected.

The Chairman reported further that he was not going to say anything about the tempest that had blown up around the middle of March, 1956 about whether or not the Parsons, Brinckerhoff, Hall and Macdonald traffic and earnings report of 1952 had been rooted in integrity or in pressure. He said that he thought the investing public had answered that the report had been rooted in integrity. He said further that the Wall Street Journal, the Bond Buyer, and other responsible journalistic financial authorities had indicated confidence in Parsons, Brinckerhoff, Hall and Macdonald. The Chairman said that Parsons, Brinckerhoff, Hall and Macdonald would not have responded to pressure had any pressure been applied. He said further that the integrity of a professional opinion is based upon its standing up against any attack or any effort to sway it. The Chairman said that he had before him statements from several firms saying that it was hard to see any financial problem ahead for the Ohio Turnpike bonds. He said further that whether or not the estimates of Parsons, Brinckerhoff, Hall and Macdonald would be proved accurate he was not willing to countenance any suggestion that they had not been reached honorably.

The Chairman said that with respect to toll rates the Commission had been examining all toll rates since its last meeting as it had been examining them for months prior to the last meeting. He said that the Assistant Chief Engineer, C. H. Makeever, had been serving on the joint committee of the Commission and the Ohio Trucking Association and acting as its chairman and that that committee had been addressing itself to the problem of toll rates. He said that Mr. Makeever, in an interim report, had said that the representative of the trucking industry on the joint committee had taken the position that Class VI was the point of greatest irritation and had indicated that if Class VI should be given some adjustment, the trucking industry would experience great relief and the Commission might expect an appreciation in the use of the turnpike by the trucking industry. The Chairman said further that the Commission was entitled to exercise a business judgment with respect to that statement and accordingly he suggested to the J. E. Greiner Company as Consulting Engineers that rather than wait approximately two months for the joint committee to complete its report the Greiner Company consider at once whether or not any relief might be afforded at the point which Mr. Makeever's report had indicated to be the point of greatest irritation. He said that he would like to suggest to the Commission that it ask the Greiner Company, while the whole study was progressing, to address itself to Class VI and perhaps to the related Classes VII and VIII, and advise the Commission as promptly as possible as to whether or not an adjustment should be made in Class VI, or Class VII or Class VIII or in all three. He said that then the Commission could exercise a business judgment with respect to whatever the conclusion would be and the industry which was making the complaint could demonstrate, or at least could have an opportunity to do so, whether or not it really was in good faith, whether or not it sought relief at points of actual irritation or sought to wreck the whole toll structure.

Mr. Linzell and General Beightler said that they were in favor of the suggestion. Mr. Allen said that he would go along with the exception that he would do it in good faith without any intimation that possibly the truckers were trying to wreck the structure. He said that it had never been his thought that the Commission should think anything like that in connection with people it was working with.

The Chairman said that he accepted the criticism. He then addressed a partner of the J. E. Greiner Company, John J. Jenkins, Jr., who was present, and said that the record of the meeting would indicate that the Commission would like the J. E. Greiner Company to address itself to an immediate examination of Class VI and if it thought that Class VII and Class VIII also should get some special treatment prior to completion of the whole study, then it should go ahead with the restudy of all three classes and recommend to the Commission accordingly in pursuance of the terms of the Trust Indenture. The Chairman said further that whatever the Commission would do prior to completion of the whole study would have to be on an experimental basis. He said that the Commission in the exercise of a business judgment would experiment so as to learn whether or not an improvement in the use of the facility and an increase in revenue could be achieved by a change in the toll-rate structure in those specific areas which had been underscored as points of greatest irritation.

The Chairman reported further that since the last meeting the Commission had addressed to the J. E. Greiner Company three letters asking for a study of efficiency of maintenance operations and of economies which might be effected, both at Berea and at the headquarters in Columbus, and on the turnpike itself. He said that the Commission had asked the Consulting Engineers also to give it advice with respect to snow and ice removal based upon the Commission's experience during the past winter. The Chairman reported further that the Commission had a problem with airplanes on the turnpike and probably was going to take some action with respect to them.

The Chairman reported further that the joint meeting with Pennsylvania, New Jersey, and Indiana toll road Authorities probably would be held in Philadelphia on April 23. He said that it was hoped that all members of the Commission would attend. He said further that certain members of the staff would probably be expected to attend also. He said that the agenda for the conference was in charge of a committee of which the Director of Information and Research was the chairman for the Ohio Turnpike Commission and probably would be the chairman for the several commissions in the development of the agenda.

The General Counsel reported on pending litigation in which the Commission was then involved. She said that there was pending in the Federal District Court one case, George Vang, Inc. vs. Ohio Turnpike Commission. She said that in accordance with a resolution passed by the Commission at its last meeting the George Vang Company had been paid its final retainage and that the first count of the petition had in effect been dismissed. She said that the suit was now pending on an amended petition which asserted a claim against the Commission in the amount of approximately two hundred and fourteen thousand dollars.

The General Counsel reported further that in the Supreme Court of Ohio Cooley Ellis of Toledo had filed a notice of appeal to the Supreme Court of Ohio in the mandamus action which he had brought in the Lucas County Court of Appeals against the city of Toledo and the Commission asking for the relocation of certain utility facilities. She said that that appeal had not been perfected but that time for perfecting it had not yet expired. She reported further that in the Court of Appeals of Franklin County there were two cases: The Sun Oil case and the Lichter case. She said that the Sun Oil case would be argued in the very near future. General Counsel reported further that in the various Common Pleas Courts of the State of Ohio there were pending 39 cases in 12 counties. She said that in only one of those cases was the Commission a plaintiff and that in that case the Commission was then in the process of effecting a settlement and that she expected that case to be dismissed within the next 30 days. General Counsel reported further that there were but two appropriation proceedings pending and that in each of those cases certain provisions in the instrument under which the Commission had acquired right of entry were such that the cases could not have been tried earlier. She said that one of the cases was set for trial on the fourth of June and that the other case would be scheduled during April. She reported further that there is a possibility the Commission will file certain additional actions to clear the underlying title on certain railway parcels which have been acquired by the Commission.

The General Counsel reported further that the legal department had instituted a review of all of the approximately 2,000 files in the department relating to the acquisition of property with the thought that in the hectic days of acquiring

property very rapidly some things might have been overlooked. She said that the check of approximately one-half of those files, covering some 6,000 parcels, had been completed and that very few mistakes had been found and that those that had been discovered were of such a minor nature that they had been easily corrected.

The General Counsel reported further on the progress being made in the filing of applications for the tax exemption of turnpike property. She said that Section 5537.20 of the Revised Code of Ohio provided that the Commission shall not be required to pay any taxes on assessments upon any property acquired or used by the Commission pursuant to the provisions of the Turnpike Act were exempt. She said further that to date the number of exempt parcels equaled approximately 88% of the total number of parcels acquired. She said that of the 301 parcels not yet exempted, 123 were included in applications that were then pending before the Board of Tax Appeals. She said that applications for several of the others would not be filed until after June, 1956 inasmuch as the parcels involved had been acquired subsequent to January 1, 1955. She said that Ottawa County and Trumbull County were the two counties in which all parcels acquired were then exempt.

The General Counsel reported further that on March 23, 1956 a letter had been received from the Auditor of Lorain County, Ohio in which he had informed the Commission that an appraisal had been made of the service plazas in Lorain County and that they had been appraised at \$447,500 and \$321,400 respectively. She said that the Commission's Acting Chief Right-of-Way Attorney had acknowledged that letter and had stated therein that he assumed that that appraisal had been made pursuant to that section of the Revised Code of Ohio which provided for the appraisal of all property, including the property on the tax-exempt list, and the listing of all tax-exempt property. The General Counsel said further that no reply had been received from the Lorain County Auditor. She said, however, that the Commission had filed another application for the exemption of property in Lorain County and that that most recent application included the service plaza parcels. She said that a like application had been filed in Williams County and that a like application would be filed in Cuyahoga County. She said further that two applications which had been filed in Sandusky County, Ohio had been granted. She said that of the 213 parcels in Sandusky County, 197 had been exempted, and that there were remaining 16 parcels for which no application had yet been filed and that included in those

16 parcels were the service plaza parcels.

The Chairman said that the General Counsel's report would be received as offered.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following had been sent to all members:

1. Monthly traffic and revenue report for February, 1956.
2. Unaudited financial report for period ending February 29, 1956.
3. Detail of investment transactions for March, 1956.
4. Letter with respect to income from investments.

The Assistant Secretary-Treasurer reported further that two new charge accounts had been approved since the last meeting, both for trucking firms, and that that brought the total number of charge accounts to 34. He said that within the next two weeks he expected to propose for the consideration of the Commission a toll-scrip plan for government agencies somewhat like that then in use on the New Jersey Turnpike. He said that that plan might be in the form of a book of coupons to be purchased in advance and used in lieu of cash at the exit toll booths. He said further that there appeared to be a need for that method of paying tolls, particularly in connection with troop movements for summer training. In response to a question from the Chairman, the Assistant Secretary-Treasurer said that the joint committee of the Commission and the Ohio Trucking Association were considering volume discount as a part of the problem of the entire toll structure.

The Chairman said that the Assistant Secretary-Treasurer's report was received as offered.

The Acting Executive Director reported that the Commission's staff had been pursuing the question of operation of truck operators' safety patrols on the Ohio Turnpike and that at the most recent conference attended by the General Counsel, the Director of Information and Research and himself, and the managing director and the assistant managing director of the Ohio Trucking Association there had been discussed in detail

a draft of regulations as prepared by the Project Manager which outlined the methods under which the safety patrols would operate. He said further that the Commission was in substantial agreement with the Ohio Trucking Association with respect to regulations regarding safety patrols but that in order to pursue the matter further it would be necessary to amend the Code of Bylaws inasmuch as no staff member of the Commission had authority to grant permits for such operations.

Resolution No. 20-1956 amending subsection (19) of section 2.10 of Article V of the Code of Bylaws was moved for adoption by Mr. Linzell, seconded by General Beightler, as follows:

Resolution No. 20-1956

"WHEREAS the Commission has heretofore adopted a code of bylaws and Rules and Regulations for the Control and Regulation of Traffic on Ohio Turnpike Project No. 1; and

"WHEREAS the Commission deems it advisable and proper to amend its code of bylaws so that its executive director be authorized and empowered to exercise the authority that various sections of said Rules and Regulations for the Control and Regulation of Traffic provide may be exercised by a representative of the Commission;

"NOW, THEREFORE, BE IT

"RESOLVED that subsection (19) of §2.10 of Article V of the Commission's code of bylaws be amended, effective immediately, to read as follows:

'(19) In his discretion, to exercise any authority or discharge any duty specifically granted under these bylaws or any resolution or contract of the commission to any department head over whom he has supervision, and to exercise any authority which the Rules and Regulations for the Control and Regulation of Traffic on Ohio Turnpike Project No. 1 provide may be exercised by a representative of the commission, including, but not limited to, the granting of any permits as therein provided. '"



A vote by ayes and nays was taken and all members responded to roll call. The vote was as follows:

Ayes: Linzell, Beightler, Allen, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

The Acting Executive Director reported further that during April the Commission had received from the insurance company with which the hospitalization and surgical insurance plan for the employees had been placed a refund of premium amounting to \$3,096.15. He said that the refund represented savings from the dependents' coverage portion of the insurance and that it was planned to credit this refund to dependents' coverage of the employees for the months of April and May, 1956. He said that employees would be so notified when they received their next paychecks.

The Acting Executive Director reported further that the plan for notification to patrons of the turnpike as to the location of overnight sleeping accommodations along the route of the turnpike was rapidly developing to the extent that it was hoped to have it in operation approximately the 15th of April and not later than the 1st of May. He reported further that on March 7, 1956 he had received a letter from the adjutant general's department concerning the scheduling of convoy movements across the turnpike during the months of June, July, and August, and that those movements would include Ohio and Pennsylvania units. He said that in that same letter the author had stated that, "During the conference held at Camp Perry, Ohio on 3 March, 1956 it was pointed out by an officer from the Regular Army, Anti-Aircraft Command at Pittsburgh, that there is a turnpike rule that prohibits the use of the Ohio Turnpike by military convoys from 'sundown Thursday until sunup on the following Monday.'" He said further that the adjutant general's department had been assured that such was not the case and that the Commission would welcome convoys on the Ohio Turnpike. He said that subsequently the Commission had been asked for information as to the manner in which the military could pay the tolls on the turnpike and that that had been the thought behind the report of the Assistant Secretary-Treasurer that the latter would

soon recommend to the Commission a form of scrip or some alternative form which would facilitate the passage of military convoys without the use of money.

The Acting Executive Director reported further that on March 21, 1956 an experimental missiles carrier had been involved in a fatal accident on the turnpike. He said that the carrier had been a secret development and that the Commission had not been made aware of its peculiarities. He said that following the accident it had been found that the top speed of the carrier was slow and that it was his opinion that the maximum speed of the vehicle had contributed a great deal to the accident because the vehicle had been well lighted and the truck that had collided with it from the rear had been traveling approximately 45 miles an hour. He said further that the missiles carrier had been just too slow a vehicle to be on the turnpike. He said that he was requesting of the Ohio Department of Highway Safety and the Ohio State Safety Council to give consideration to the problem of slow-moving vehicles. He said that it was hoped to obtain some recommendations from those sources as to further action that should be taken by the Commission. He said further that the rules and regulations already provided that vehicles should maintain a reasonable speed but that that provision might not be sufficient for control of vehicles such as the missiles carrier.

The Acting Executive Director reported further that there had been two incidents wherein airplanes had landed on the turnpike. He said that one incident had occurred near Stony Ridge-Toledo Interchange and that the second had been near the Streetsboro Interchange. He said also that the action of the pilots in landing on the turnpike had created problems for the operating personnel and also had created a hazard to turnpike traffic during the landing and while taxiing along the turnpike after landing. He said that it had been deemed advisable that the Commission adopt regulations with respect to the use of the turnpike by aircraft.

Resolution No. 21-1956 adopting sections 1.27 and 3.4 of the Rules and Regulations for the Control and Regulation of Traffic Upon the Turnpike was moved for adoption by Mr. Teagarden, seconded by Mr. Allen, as follows:

Resolution No. 21-1956

"WHEREAS the Commission has heretofore adopted Rules and Regulations for the Control and Regulation of Traffic on Ohio Turnpike Project No. 1; and

"WHEREAS the Commission deems it desirable, necessary, and proper, and in its own and in the public interest, to amend the aforesaid Rules and Regulations to prohibit the use of the turnpike by aircraft in landing, taking off, or otherwise; and

"WHEREAS §5537.16 of the Revised Code grants the Commission power to adopt such rules and regulations as it may deem advisable for the control and regulation of traffic, for the protection and preservation of property under its jurisdiction and control, and for the maintenance and preservation of good order within the property under its control, and provides that no person shall violate such rules and regulations; and

"WHEREAS, as is set forth in §6.1 of said Rules and Regulations, division (A) of §5537.99 of the Revised Code provides the following penalty for violation of said Rules and Regulations:

'(A) Whoever violates section 5537.16 of the Revised Code shall be fined not more than fifty dollars for a first offense; for each subsequent offense such person shall be fined not more than five hundred dollars.'

"NOW, THEREFORE, BE IT

"RESOLVED that the following rules and regulations are hereby determined to be proper, necessary, advisable, and reasonable for the control and regulation of traffic on Ohio Turnpike Project No. 1, for the protection and preservation of property under the jurisdiction and control of the Commission, and for the maintenance and preservation of good order within the property under its control, and that the same be, and they hereby are, adopted to be effective immediately:

"§1.27 'Aircraft' means any contrivance, now known or hereafter invented, used or designed for navigation of or flight in the air, excepting a parachute or other contrivance for such navigation used exclusively as safety equipment.

"§3.4 No person shall land an aircraft on or take off in an aircraft from the turnpike or otherwise operate an aircraft on the turnpike.

"FURTHER RESOLVED, that, inasmuch as aircraft have landed on the turnpike and may continue to land thereon thereby endangering property and the lives of persons thereon, said rules and regulations are necessary for the immediate preservation of the public peace, health, and safety, and, therefore, shall take immediate effect.

"FURTHER RESOLVED that general counsel cause the foregoing rules and regulations to be published in a newspaper of general circulation in Franklin County, Ohio; further, that general counsel file a certified copy of said rules and regulations in the office of the Secretary of State of the State of Ohio, forthwith, and cause to be given such additional notice of said rules and regulations as general counsel may deem advisable."

A vote by ayes and nays was taken and all members responded to roll call. The vote was as follows:

Ayes: Teagarden, Allen, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

The Chairman said that the report of the Acting Executive Director was accepted as received.

The Project Manager reported that during the last 20 days there had been 14 days on which snow or ice conditions had been experienced on a portion or all of the turnpike. He said that as of March 20, 1956 there had been spread approximately 48,000 tons of abrasives and almost 3,000 tons of chemicals and that 363 snow-plow blades had been worn out fighting the snow and ice conditions during the winter. He reported further that the parking areas at service plazas had been marked out during the

previous week by using concrete blocks painted yellow and installing signs reading "Auto Park Here."

The Project Manager reported further that the extension of the lead-in sign program in the northeastern part of the state had begun the previous day to carry the program north to Ohio Route U. S. 20.

The Project Manager reported further that a 24-hour traffic volume count had been made on State U. S. 20 just west of Fremont, Ohio to learn more about the routing of truck traffic, and that the information so obtained had been turned over to the joint committee for the study of the schedule of tolls. He reported further that since October 1, 1955, 434 special hauling permits had been issued, involving approximately \$5,000 in fees.

The Project Manager reported further that during the Easter season the slogan "Please Drive Safely" had been used and that signs so reading had been placed in toll windows of all toll plazas and that toll collectors had been requested to so advise all entering drivers. He said that during the first three days of the Easter weekend approximately 113,252 vehicles had been handled and only four minor accidents, none of them involving personal injury, had been experienced.

The Project Manager reported further that a meeting had been held with the restaurant concessionaires and with State Health Department representatives with the objective of opening the carry-out services at the service plazas. He said that some of the plans had been submitted and were in the hands of the Department of Health.

The Project Manager reported further that a survey had been conducted of all garages in the DV-1 zone then being operated by the maintenance department and that no garage had been found which would bid on the disabled-vehicle service contract. He said that he had asked the Ohio State Automobile Association to assist in locating a garage which would be interested in the contract.

The Project Manager reported further that early in 1956 in cooperation with General Counsel he had addressed a letter to each local fire department along the routed the Ohio Turnpike outlining the portion of the turnpike within its territorial limits which the Commission expected it to serve.

He said also that letters had been sent to the Board of Township Trustees of 57 townships and to the mayors of 14 villages along the route. He said further that a map of the turnpike had been included with the letters which plainly showed the zones to be afforded fire protection by the respective political subdivisions and points of access. He said that three written replies and six oral replies agreeing to furnish fire protection service had been received; that five replies that the political subdivisions concerned did not have their own fire departments had been received; that five written replies that indicated that it was questionable whether the political subdivisions concerned could furnish fire protection had been received; and that two replies implying that the political subdivision concerned would not furnish fire protection had been received. The Project Manager said further that the Commission's own fire protection then consisted of one 500-gallon fire-fighting trailer located at the Canfield Maintenance Building and many portable fire extinguishers of the carbon tetrachloride, CO<sub>2</sub>, soda-acid, and dry-powder types. He said further that those extinguishers were installed for ready use at all toll plazas and maintenance buildings, and on all rolling stock, including maintenance vehicles, highway-patrol vehicles, and administrative vehicles. He said also that a specification and requisition for seven 500-gallon fire-fighting trailers had recently been completed and would soon be advertised. He quoted from an editorial which had appeared in the Cleveland Press titled "The Turnpike Obviously Needs Its Own Fire-fighting Gear" the following "The obvious answer, of course, is for the turnpike to maintain its own fire trucks, which is standard procedure on other toll roads." He said further that just prior to the meeting, the State Fire Marshal, Charles Scott, had telephoned and advised that he was preparing a letter of information to all fire chiefs who had a responsibility in the area through which the turnpike passed. He said that Mr. Scott had quoted excerpts from the letter to the effect that the governmental authority which maintained a fire department or had a contract with a neighboring political subdivision or with a private fire company to furnish fire protection service, was obligated to furnish fire protection service on the Ohio Turnpike. He said that Mr. Scott had said that another paragraph, in essence, was that no contract was required

between the Commission and the respective political subdivisions. The Project Manager reported further that he had scheduled a conference with the State Fire Marshal and several of the fire marshal's local inspectors along the route of the turnpike the following week to work out the details of fire protection zones and of how fire departments should actually answer calls from the turnpike.

The Chairman thanked the Project Manager for his report.

The Director of Information and Research reported that the committee of four staff members assigned to hear suggestions concerning wages and working conditions from employees on the turnpike had supplemented the recommendations made to the Commission on March 13, 1956 by preparing a wage and salary schedule for maintenance and toll-collection personnel which established six steps of possible increases in wages or salaries for both maintenance and toll-collection personnel, and a grievance procedure. He said that the salary schedule and the grievance procedure had been submitted to the members to consider whether they should concur in them. He said that the wage and salary schedule anticipated that increases should be given on an annual basis, provided performance had been satisfactory, except that the second step increase and the third step increase would be given six months and one year respectively following the beginning of employment if performance should justify it. He reported further that the grievance procedure provided that employees who wished to present a grievance might do so, first to their immediate superior, the foreman of their maintenance section or the senior toll collector of their interchange or terminal. He said that the procedure provided also that if the grievance remained unsatisfied, the employee then could have recourse to the division superintendent of maintenance or to the district toll supervisor. He said further that if the grievance should still remain unsettled, the employee then could appeal to the Project Manager's grievance committee which was to be comprised of the department heads in operations, together with staff members who might be assigned by the Chairman of the Commission on that committee. The Director of Information and Research said further that the grievance procedure proposed was elemental and that it was anticipated that the procedure would change and develop as the Commission should have experience with it on the turnpike. He said further that he thought that the committee would hope that if nothing else survived in the process of evolution, that at least the provision that grievances should be handled promptly would survive.

said that the increase in cost resulting from the wage and salary schedule would run about \$2,000 a month for one step increase for toll collectors and about \$500 a month for the first group of maintenance workers.

The Chairman said that he took it to be the consensus of the Commission that the Executive Director was authorized to proceed to make effective the recommendations of the committee that had been presented.

The Director of Information and Research reported further that there had been several industrial developments along the route of the turnpike which could be connected with or ascribed, in part at least, to the existence of the turnpike. He said that they included what had been described as the world's largest auto-assembly plant for Chevrolets, together with a Fisher Body Division, which would be built by General Motors Corporation in Lordstown near Warren in Trumbull County. He said that that plant would be bordered on one side by the turnpike and would cost approximately \$75 million to construct; that it would have an annual payroll of about \$30 million, and would employ some 8,000 employees after being placed in operation in the fall of 1957. He said that the Commission had been informed by the Trumbull County Manufacturer's Association that the existence of the turnpike was a definite factor in the decision of General Motors Corporation to locate that plant at that point because of the transportation facilities offered by the turnpike. He reported further that the Chrysler Corporation had announced that it was locating an \$85 million stamping plant at Twinsburg, north of Akron and about five miles north of the Ohio Turnpike, which would be completed by the fall of 1957 and would employ 3,500 people and would have an annual payroll of \$18 million. He said that statements had been made to the effect that the turnpike had been a factor in the decision to locate at Twinsburg. He reported further that the Goodyear Tire and Rubber Company had announced a \$5 million distribution center adjacent to the Cleveland-Hopkins Airport at Cleveland which the company had described as the largest distribution center yet to be constructed by any company in the rubber business. He said that the company had said in its publicity releases that the Ohio Turnpike would provide easy access to the distribution center for motor trucks for the rapid movement of goods from the distribution center to the company's retail outlets in Ohio and neighboring states. He said further that Motor Cargo, Inc. had been the first motor carrier to take advantage of the construction of the Ohio Turnpike by building a terminal at a cost of half a million dollars,



near the turnpike in Richfield on Ohio Route U. S. 21. He said that that company had since become one of the major users of the turnpike among motor carriers. He said also that the Ohio Edison Company had been announcing in full-page advertisements an expansion program by which the company hoped to attract and serve industry in northern Ohio in the area of the turnpike, particularly in Summit, Lorain, Portage, and Medina Counties. He said that the advertisements had included mention of the Ohio Turnpike as an inducement to industry to locate in the area.

The Director of Information and Research reported further that there had been reported the development of motels at a number of the turnpike interchanges, among them a 64-unit motel costing a half-million dollars at State Route 120 south-east of Toledo; a 48-unit motel and restaurant at a cost of \$400,000 at State Route 57 north of Elyria; a 65-unit motel and restaurant at a cost of \$350,000 at State Route 10, west of Cleveland; and a large motel at State Route 5, west of Warren. He said also that at Ohio Route U. S. 20 west of Toledo, several motels, including the Toledo Turnpike Motel, were being enlarged.

The Director of Information and Research reported further that in a recent article in the Akron Beacon Journal, the sports editor, William Schlemmer, had pointed out the effect that the Ohio Turnpike already had had on attendance at major sports events in northern Ohio. He said that the article had pointed out that the average attendance in 1954 at the Cleveland Browns' football games in Cleveland had been 30,000, including the championship playoff, in 1954 and had then continued "But then something happened which is destined, most observers feel, to give sports in northeast Ohio the greatest attendance boost since the free-spending days just after World War II. The Ohio Turnpike opened October 1, 1955. So what? So this. The Browns' next home game, Oct. 9, drew 43,974. It was against the Philadelphia Eagles, a good team but without too much drawing power. Two weeks later, Green Bay, hardly a colorful attraction, pulled 51,082 into Cleveland Stadium. Then came the New York Giants and 46,524 turned out. Those first four games pulled more than 170,000, almost as many as the entire 1954 total". The Director of Information and Research said further that the article pointed out also that other sports activities in northern Ohio had been benefited by the fact that people could use the turnpike to come from western Pennsylvania, western New York, and eastern Indiana to attend sports events in the Cleveland-Akron area with ease and had continued, "The theory of

sports promotion is changing in a hurry. No longer is an event 'x' many miles from Akron or Cleveland. It is now 'less than 10 minutes from the Route 8 interchange.'"

The Director of Information and Research reported further that the four major tracks in the Akron-Cleveland area had joined in a promotion effort and were using in their leaflets a map of the Ohio Turnpike to show how the tracks could be reached from the Route 8 interchange. He said that his department had conferred with representatives of the Cleveland Browns and with the agency handling the promotion for the four tracks and that it was seeking similar conferences with the Cleveland Indians and with other similar organizations.

The Chairman thanked the Director of Information and Research for his report.

Resolution No. 22-1956 ratifying actions of Administrative Officers was moved for adoption by General Beightler, seconded by Mr. Linzell, as follows:

Resolution No. 22-1956

"WHEREAS the acting executive director, assistant to the executive director, chief engineer, assistant chief engineer, general counsel, assistant secretary-treasurer, comptroller, and chief, right-of-way department of the Commission have, by various written and oral communications, fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting, and the Commission has duly reviewed and considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on March 13, 1956, are hereby ratified, approved, and confirmed."

A vote by ayes and nays was taken and all members responded to roll call. The vote was as follows:

Ayes: Beightler, Linzell, Teagarden, Allen, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

There being no further business to come before the Commission, a motion was made by Mr. Allen, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman.


A vote by ayes and nays was taken and all members present responded to roll call. The vote was as follows:

Ayes: Allen, Teagarden, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned.

The time of adjournment was 12:25 P. M.

  
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A. J. Allen, Secretary-Treasurer.