

MINUTES OF THE ONE HUNDRED TENTH MEETING  
JULY 10, 1956

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session at its headquarters at 8080 Prospect Road in Strongsville, Ohio at 11:05 a. m. eastern standard time on July 10, 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 who said that it was the second regular monthly meeting held in that headquarters. He said that the Commission had held the monthly meeting for May 1956 on May 1 in that headquarters building and at that time it had been the administration building only for the operation of the Ohio Turnpike. He said that since that meeting the Commission had transferred its operations and headquarters to the administration building. The roll was called, and the attendance was reported to be as follows:

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

Absent: None.

The Chairman announced that a quorum was present.

The Chairman reported that a competent job had been done by the staff in accomplishing the move of the Commission's headquarters from Columbus to Strongsville. He said that the move was the first big job in which the Commission's new Executive Director, Mr. Herman F. Tornau had participated. He said that those who had had much to do with it, the Deputy Executive Director, Mr. C. W. Hartford, particularly and the Project Manager, Mr. Russell S. Deetz, were entitled to great credit for the ease with which the move had been accomplished. He said that business had not been delayed in any respect by the move as might have been the case had the move not been accomplished with such expedition.

The Chairman reported further that the former headquarters building in Columbus was the subject of negotiation for acquisition by the State of Ohio for use by the Department of Highways and that the probabilities were that, God and the Controlling Board being willing, the transfer of possession and the transfer of funds would be accomplished before the Commission would meet again if the Commission should act favorably upon a resolution which it would consider that morning.

The Chairman reported further that the revenue for the month of May 1956 had exceeded \$1,100,000, as he had said it would at the meeting of June 5, 1956, and by approximately \$50,000. He said also that the revenue for June 1956 had exceeded \$1,500,000 and would be approximately \$1,543,000. He said that that figure was approximately 50 percent higher than the revenue for April 1956. He said that the first eight days of July 1956 had produced cash tolls of \$392,000 and that the estimated total revenue of those eight days was \$486,000, being in excess of \$60,000 a day. He said that the 30 days of June 1956 had produced revenue in excess of \$50,000 an average day. He said that the success of the Ohio Turnpike as a venture in high finance was no longer hypothetical, that the Turnpike was successful as a venture both in transportation and finance.

The Chairman reported further that it was impossible to say accurately what the result was of the reduction in truck tolls, that the only thing that could be said was that the trend was up both in number of vehicles and in revenue. He said that the \$1,543,000 revenue for June was not appreciably affected by that uptrend, that it was pretty generally the evolution of the passenger car revenue as affected by seasonal use and that the effect from the increase in truck revenue was not profound. The Chairman said that commercial haulers had indicated great satisfaction with the new toll schedule and that he had no doubt there would be appreciable increase in the revenue from the increased use of the facility induced by the reduction in rates. He said that it could not be overlooked that there was a steel strike and that no doubt there had been some impact on the commercial hauler. He said that it was just impossible to evaluate what had happened with respect to the reaction to the change in the schedule when there existed such imponderables as the strike and the necessary changes which the trucking industry must accomplish in order to incorporate the use of the turnpike within its own plans and program.

The Chairman reported further that because the Commission had never been unwilling to face the unpleasant it faced up to a known volume of criticism which was emphasized in an editorial about its service plazas carried in the Akron Beacon Journal of July 9, 1956. He said that the Commission was aware that the facilities at the service plaza restaurants were not all that it desired, that they were not up to the standard that it established in the restaurant contracts but that the Commission believed the operators, who certainly had made a valiant effort to keep the facilities operating during the months of the winter and spring when their revenues had been low and they had suffered losses, were still making valiant efforts to produce a satisfactory service. The Chairman said also that the Executive Director recognized that he faced as a prime problem the bringing to the standards which the

Commission wanted maintained the service offered by the restaurants and recognized also that there was something left to be desired in the housekeeping about the plazas. He said that the Executive Director and the Commission knew there was some litter and that probably it was going to require a man with a stick with a nail at the end of it to get up a lot of the litter about the plazas. He said that the Commission honestly and forthrightly faced up to the fact that the facilities at the service plazas could stand improvement. The Chairman said that he considered the matter of consequence, of concern but certainly not of apprehension. He said that the Executive Director was going to have conferences very soon with the concessionaires with respect to those problems. He said that if improvement was not noted the Commission would have to do what it did not want to do but that he did not think anything serious or drastic was going to be required. He said that he had not found the complaints about the restaurants to be usually about food and that most people told him that the food was tasty and not expensive. He said that there were complaints about service and about housekeeping and that those complaints would be met, so that it could be seen that the Commission faced up to that responsibility the same as it had husbanded every other.

The Chairman reported that there had been a stoppage of service at one of the restaurants a short time before because of some labor trouble the operator had suffered but that that was no more the problem of the Commission than had been labor trouble that contractors had suffered during the period of construction. He said that during the period of construction when there had been interruption in the performance of a contract because of labor difficulties the contractor had handled the dispute himself and in every instance had conducted matters satisfactorily and so also had the restaurant operator upon the occasion of the interruption of service. He said that the Commission stood by, of course, to lend any assistance it could in the form of mediation or otherwise. He said that the problem of the independent contractor with his labor force was his and that it was between him and the force or the representatives thereof.

The Chairman reported further that the Indiana Toll Road would open on the 16th of August 1956. He said that he and the Director of Information and Research had already had the satisfaction of driving across from Ohio into Indiana a few weeks before by making a quick run-around of the fence barrier at the Ohio-Indiana line and driving the Indiana Toll Road almost all the way through to South Bend. He said that the Toll Road was a beautiful facility. He said that nobody need have any worry about the interest due on the bonds of the Ohio Turnpike and the prospective opening of the Indiana Toll Road assured it. He said that he thought the Ohio Turnpike was about to become the bonanza that had originally been considered prospective.

The Chairman reported further that he had observed that quite a bit of mowing had been done along the turnpike. He said that a number of new toll charge accounts had been established by some commercial haulers which did a vast amount of business. He said that the closing out of construction contracts was proceeding rather rapidly and that the Executive Director, the Deputy Executive Director, and the General Counsel were addressing themselves to the problem with a great deal of vigor and firmness.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the unaudited financial report for May 1956 and a detail of investment transactions during June 1956 had been sent to all members. He reported further that toll coupon books were on hand and available for sale and that one order in the amount of \$3,750 from the Pennsylvania National Guard had been filled. He said that the Guard would be moving to and from Camp Perry during July and August and that the first movement was to be July 12.

The Chairman said that the report was accepted as received.

The Chairman said that the Commission welcomed Judge Lockwood Thompson to his first meeting of the Commission in his position as General Counsel. He said that the Commission was not only happy but also proud to have Judge Thompson. He said that the record of Judge Thompson brought prestige to the Commission. He said that the Commission was proud to have Judge Thompson.

The General Counsel expressed his thanks.

Resolution No. 45-1956 designating Assistant General Counsel was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 45-1956

"RESOLVED that Francis K. Cole, Staff Attorney, be and he hereby is designated to serve in the capacity and with the title of Assistant General Counsel at no change in compensation."

The Chairman said that he wanted to add his approbation to the second and to say that he had known Mr. Francis K. Cole most favorably for a long while. He said that Mr. Cole had done excellent work for the Commission at all times.

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

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

Nays: None.

The Chairman declared the resolution adopted. He said to Mr. Cole that he had his best wishes. Mr. Cole thanked the Chairman.

Resolution No. 46-1956 rescinding Resolution No. 41-1956 and determining that it is in the best interest of the Commission to sell certain real estate, and the terms, and authorizing the Chairman to execute necessary instruments was moved for adoption by Mr. Allen, seconded by Mr. Teagarden, as follows:

Resolution No. 46-1956

"WHEREAS the Commission, by resolution No. 34-1956, authorized and empowered its chairman to negotiate for the sale of certain real estate situated in the city of Columbus, Franklin County, Ohio, and commonly known as 135-141 East Gay Street, and 40-41 Lazelle Street; and

"WHEREAS the Commission, pursuant thereto, by resolution No. 41-1956 determined that it was in the best interest of the Commission to sell said real estate and authorized its chairman to execute the necessary instruments, and

"WHEREAS the Commission desires to rescind resolution No. 41-1956 in order more fully to provide with the respect to the basis of sale of said real estate;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, being fully advised does hereby rescind resolution No. 41-1956; and

"FURTHER RESOLVED that the Commission does hereby determine that it is in the best interest of the Commission to sell its interest in and to the aforesaid real estate for and in consideration of an amount equal to the average of three appraisals; i. e., (1) a separate appraisal by the Commission, (2) a joint appraisal on the part of this Commission and that of the State of Ohio, and, (3) a separate appraisal to be arrived at by the State of Ohio, or in the event that the average of the three appraisals so obtained is higher than the capital investment of the Commission in said property as of May 31, 1956 then the capital investment of the Commission in said property as of said date to be the determining basis of sale; and

"FURTHER RESOLVED that the chairman, acting for and on the behalf of the Commission, be, and he hereby is, authorized, upon the payment to the Commission of the aforesaid consideration, to execute any and all instruments necessary and proper to quitclaim all interest of the Commission in and to the aforesaid real estate, and to relinquish possession thereof forthwith, or as soon as may be practicable."

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

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

Nays: None

The Chairman declared the resolution adopted. He said the report by the General Counsel was received as offered.

Mr. J. M. Worthington, representing the Consulting Engineers, reported that the field part of the annual inspection of the Ohio Turnpike had been in progress since April 1956 and would be completed in another two weeks, after which the Consulting Engineers would prepare the annual report to the Commission.

The Chairman said that he had been advised by Mr. E. J. Donnelly, a partner in the Consulting Engineers, that the Commission would receive from the Consulting Engineers an advance report on restaurant facilities as they might be reported in the annual report as a result of the inspection. He said that Mr. Donnelly had told him also that the Consulting Engineers were addressing themselves vigorously to the closing out of construction contracts.

The Chairman said that he thought that, by the same token that the Ohio Turnpike name had been compelled, the name of the road from Cincinnati to Conneaut was compelled to be the Ohio Thruway. He asked the Director of Highways whether it was his view at that time that he was going to proceed with the sections of the Ohio Thruway from the Ohio Turnpike to Conneaut and from Cincinnati to Route U. S. 40. The Director of Highways replied that he was going right ahead on them as fast as he could. The Chairman said that he knew the Director of Highways was doing everything he could to advance the development of plans for the Ohio Thruway and particularly those portions from the Ohio Turnpike to Conneaut and from Cincinnati to Route U. S. 40 and that as a result of that activity the segment from Route U. S. 40 to the Ohio Turnpike would probably in the not too distant future be a segment whose

completion would be compelled by the exigency of the economics of transportation. He said that he could not think of anything that would be more dramatic than the crossing of the Ohio Turnpike with the Ohio Thruway.

The Executive Director reported that International Business Machines Corporation had done an excellent job in changing over the scale weights in the toll plazas prior to the inauguration of the new truck toll rates. He said that a considerable amount of adjustments to each of the scales at each of the 17 interchanges had been involved.

The Chief Engineer reported that the design and specifications for increasing the height of bridge railings on structures carrying highways over the Turnpike, particularly in Cuyahoga County, had been completed. He said that it was hoped the project would go forward in the very near future. He reported further that the Commission would receive a report in the near future which would show a considerable change in the status of construction contracts from that shown in the similar report to the Commission on May 31, 1956. He said that there was beginning to be considerable progress in making final payments on the contracts.

In response to a question from General Beightler the Chief Engineer said that the bridge railing program involved removal of the existing railing and installation of a new railing which would provide an additional nine inches of height. He said that the new railing would consist of two horizontal rails instead of the one then in use. He said that the existing single rail would be salvaged and the brackets would be stored in the maintenance buildings for future replacement.

The Chairman thanked the Chief Engineer for his report.

The Project Manager reported that the snow and ice removal program for the next winter had been completed. He said that intermediate stock piles of abrasives would be placed on section lines between maintenance areas. He said that five additional heavy trucks fully equipped for snow and ice control work and eight additional front-end loaders for use at the intermediate stock piles were being purchased.

He said that the program called for 33,000 tons of abrasives, 4,000 tons of calcium chloride and 7,000 tons of sodium chloride. He said that it was planned to add enough additional men so that two full crews would be available to permit around-the-clock work on snow removal. He said that those men would be temporary employees during the winter season. He said that it was planned also to designate one maintenance man Class 4 in each maintenance section as assistant foreman so that he could supervise the work when the foreman should be

absent. He said that with the equipment and material and organization described the entire turnpike could easily be covered in approximately one hour from the time of departure from the maintenance buildings. He said that with good weather forecast information the time could probably be narrowed to half an hour. He said that some sources for cinders had been uncovered on the western end of the turnpike and that specifications for abrasives would be ready within two weeks.

In response to a question by General Beightler the Project Manager said that the abrasive stock piles would be along the right-of-way and at interchanges but that, if desirable, they could be screened from view of travelers.

He said in reply to another question by General Beightler that the addition of temporary maintenance personnel for the winter-time would make it possible to eliminate a lot of overtime pay. He said that the additional personnel would total 24 men for the entire turnpike and would provide a force of 17 men per section, assuming that the clerks, mechanics and others would be able to work on the roadway.

In reply to a question by Mr. Linzell the Project Manager said that weather information was obtained from the United States Weather Bureau at Cleveland-Hopkins Airport. Mr. Linzell said that the Department of Highways was paying for a special weather service which provided long range and short range forecasts and informed of any change in conditions that might occur between the broadcasts provided at six-hour intervals. He said that the service had been so reliable that in most instances it had been possible to have maintenance personnel waiting for a storm while it was still approaching and before snow began to fall. He said that the service had proven very effective.

General Beightler asked how it was planned to keep the additional maintenance personnel employed during periods other than when there should be ice and snow on the highway. He inquired what the program would mean in the way of additional cost and whether it was expected to be more satisfactory than the previous program of having personnel available for being called out in event of emergency. The Project Manager replied that the previous program had resulted in more equipment failures and loss of man hours. He said that the personnel called out for emergencies had not been particularly interested in the work and would on occasion pull out off the road and might even run a truck into a side slope where it would bog down and perhaps be lost to use for several hours. He said that the temporary personnel hired under the new program would take care of the equipment because they would want to work steadily.



General Beightler said that he did not like the plan for storing abrasive material right along the highway where everyone who passed could see it. The Executive Director said that the entire turnpike had been surveyed for sites for storage. He said that there were very good reasons for storing the material near toll plazas including availability of communications for the maintenance workers, presence of a certain amount of heat, and the opportunity for surveillance of valuable equipment which would be left at the storage sites.

The Project Manager reported further that since January 1, 1956 a total of 1,422 special hauling permits for house trailers had been issued and that the fees therefor had totaled \$15,844.64. He said that there had been a total of 29 accidents involving such trailers, both legal size and oversize but that it was impossible to arrive at a ratio of accidents involving legal size trailers to those involving oversize trailers since there was no way of knowing how many legal size trailers used the turnpike. He said that effective June 16, 1956 the Ohio State Highway Patrol would specify in reports on accidents involving house trailers whether the trailer was legal size or oversize. He said that of the 29 accidents, eight had been property-damaged-under-\$100 accidents, 18 had been property-damaged-over-\$100 accidents and three had involved personal injury. He said that since June 1, 1956 there had been only one house trailer accident and that it had involved a legal size trailer and property damage of less than \$100. He said that during the period in which the 29 accidents had occurred there had been a total of 475 accidents on the Ohio Turnpike.

The Project Manager reported further that the 92-day fatal accident-free record of the Ohio Turnpike had been ended during June when two fatal accidents had taken three lives. He said that both accidents had been the result of driver failure. The Chairman said that those accidents had been heartbreakers because there was nothing the Commission could do to control such accidents.

Resolution No. 47-1956 ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 47-1956

"WHEREAS the executive director, deputy executive director, assistant to the executive director, chief engineer, assistant chief engineer, general counsel, assistant secretary-treasurer, comptroller, chief, right-of-way department, and the director of information and research 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 June 19, 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: Teagarden, Beightler, Allen, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

The Chairman welcomed Mr. Jack Ballentine, a reporter for the Youngstown Vindicator.

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

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 meeting adjourned.

The time of adjournment was 12:02 p. m.

Approved as a correct transcript of the  
proceedings of the Ohio Turnpike  
Commission

*Approved*  
*John Saller*  
*Asst. Secy-Treas.*

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A. J. Allen, Secretary-Treasurer