

MINUTES OF THE ONE HUNDRED ELEVENTH MEETING
August 21, 1956

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session at its headquarters at 8080 Prospect Road in Berea, Ohio at 10:00 a. m. Eastern Standard Time on August 21, 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, Teagarden, Linzell, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Teagarden, seconded by Mr. Allen, that the minutes for the meeting of June 19, 1956 which had been examined by the members of the Commission and on which the corrections suggested by the members 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, Allen, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

A motion was made by Mr. Teagarden, seconded by Mr. Allen, that the minutes for the meeting of July 10, 1956 which had been examined by the members of the Commission and on which the corrections suggested by the members 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, Allen, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman reported that beginning the previous Thursday every day had been the highest day of revenue since the turnpike had been opened except the previous Saturday which had been exceeded by Saturday, June 30, 1956 which had been the Saturday immediately preceding the Fourth of July week end. He said that the Comptroller was estimating total revenue of \$1,885,000 for the month of August 1956 as opposed to a \$1,810,000 revenue for the month of July 1956.

The Chairman reported further that since the last meeting 80 miles of the Northern Indiana Toll Road had been opened between the Ohio-Indiana Line and South Bend, Indiana. He said that any appreciable change in the traffic pattern of the Ohio Turnpike as a result should not be expected too soon. He said that it would take a while for the Indiana Toll Road to be integrated in the highway system. The Chairman said also that the Indiana people had been most gracious to the four members of the Ohio Turnpike Commission, the Executive Director, the General Counsel and others of the staff who had been present at the opening of the Indiana Toll Road. He said that they had had dinner with the Indiana Toll Road Commission and then had made a little tour of the turnpike, visited one of the service plazas, and proceeded to the Ohio line and at 12:01 a. m. on August 16 gone through the Eastpoint Terminal Toll Plaza in the second car through the turnstile. He said that the Indiana Toll Road was a beautiful road, a road that might be called an identical twin of the Ohio Turnpike, and a road that the Ohio Commission would certainly have a great community of interest with as it did with the Pennsylvania Turnpike. He said that it was high hope that Indiana would enjoy a great success.

A resolution later designated as No. 52-1956 extending felicitations and appreciative thanks to the Indiana Toll Road Commission was moved for adoption by Mr. Linzell, seconded by Mr. Teagarden, as follows:

Resolution No. 52-1956

"WHEREAS the Indiana Toll Road Commission on August 16, 1956 at 12:01 A.M. opened the first 80.3 miles of the Northern Indiana Toll Road between the western end of the Ohio Turnpike at the Ohio-Indiana line and Route U. S. 31 at South Bend to traffic, and the barricades across the Ohio Turnpike between Ohio's Westgate Terminal and the Ohio-Indiana line were at that time removed;

"WHEREAS the Indiana Toll Road Commission very graciously extended an invitation to the Ohio Turnpike Commission and its staff to

participate in this most felicitous occasion, and the Chairman and members and staff of the Ohio Turnpike Commission participated in this unique and long-anticipated ceremony linking more intimately the residents of the sovereign states of Indiana and Ohio;

"WHEREAS, from its own experience, the Ohio Turnpike Commission recognizes the infinite amount of intensive and detailed planning required for the successful culmination of the Indiana Toll Road Commission's achievement in opening its magnificent road;

"WHEREAS the Northern Indiana Toll Road is a beautiful road, a road that might be called an identical twin of the Ohio Turnpike, a road in which the Ohio Turnpike Commission has a great community of interest, as it has in the Pennsylvania Turnpike; and

"WHEREAS at the time of the ceremonies opening the Indiana Toll Road to vehicles moving westward from Ohio and eastward from Indiana, the Ohio Turnpike Commission and its staff were entertained most graciously and hospitably by the Indiana Toll Road Commission, and were taken on a tour of a portion of the highway and of one of the service plazas, and at 12:01 A. M. the Ohio Turnpike Commission went through the turnstiles at Eastpoint Terminal;

"NOW, THEREFORE, BE IT

"RESOLVED that the Ohio Turnpike Commission extend its warmest felicitations to the Indiana Toll Road Commission upon the occasion of the opening of the Indiana Toll Road;

"FURTHER RESOLVED that the Ohio Turnpike Commission express by this resolution its appreciation of the gracious friendship and hospitality on the part of the Indiana Toll Road Commission upon an event so significant historically to the residents of both States;

"FURTHER RESOLVED that a copy of the foregoing resolution be forwarded to the Chairman and to each of the members and to the Executive Director of the Indiana Toll Road Commission. "

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

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

Nays: None.

The Chairman declared the resolution adopted.

The Chairman reported further that the Commission had a telegram from the Ohio Trucking Association that morning commenting upon the use of the Ohio Turnpike by truckers since the change had been made in the schedule of tolls. He read the telegram for the record, as follows:

"Columbus, Ohio 1956 August 20 PM

"James W. Shocknessy, Chairman
"Ohio Turnpike Commission
"8080 Prospect Road
"Berea, Ohio

"Dear Mr. Shocknessy: Several weeks ago I received a letter from Mr. Soller regarding use of the Ohio Turnpike by commercial vehicles in which he pointed out that the rate schedule was established temporarily and its validity must be examined at a meeting of the Commission prior to October 1. A subsequent phone conversation with Mr. Soller, he informed me that use of the turnpike by commercial vehicles had not increased since the rate reduction and that this fact was a matter of considerable concern to yourself. I informed Mr. Soller at that time that the then existing steel strike had seriously affected the business of our industry. Had, in fact, caused steel haulers to lay up all of their equipment pending settlement of the strike. I further informed Mr. Soller that the labor management difficulty in steel had affected carriers other than steel haulers. This single circumstance of a strike, I pointed out, coming as it did during the first month of the rate reduction, had, unfortunately, affected use of the turnpike by commercial vehicles in a negative fashion over which the industry had absolutely no control.

"I would like also to remind you that during the course of our meetings we pointed out to you that during the summer months we could normally expect a decrease in overall truck business. This is due to summer factory layoffs, vacations and other purposes. It is due to the lessening of production caused by vacation schedules and due also to a decrease in general consumption of consumer products during this period.

"In talking to some of the largest carriers I learned that during this same time overall freight hauled was down in the nature of 18 to 20 percent. We had told you, as I stated, that this could be expected during this period.

"Another point that we made was that it would take several months in some instances, perhaps a little more or a little less in

others, to adjust freight schedules for use of the turnpike. We further pointed out that to adjust long range schedules required considerable effort and capital expense on the part of our industry and that many companies would view with caution a lowered rate which was not long range in its application.

"I believe, Mr. Chairman, that if you add up all of these factors you will see why there has been a lessening of commercial hauling during the early period.

"I would expect, of course, that by the time you received this letter, you will begin to see an upswing again in commercial use of this facility. As has been stated by our president, Mr. Kelley, by Mr. Sowers and other responsible carriers, we sincerely anticipate that a long range program of turnpike use by motor carriers will certainly result from a lowering of the rates on a permanent basis.

"Sincerely yours,

"Ellis S. Perlman, Managing Director"

The Chairman said that based upon that recommendation and that telegram embodying the letter under date of August 20, 1956 he would hope that the Commission would adopt the schedule of tolls, previously adopted by resolution without limitation as to time. He said previously it had been adopted subject to limitations.

Resolution No. 48-1956 adopting without limitation the revised schedule of tolls adopted June 19, 1956 by Resolution No. 40-1956 was moved for adoption by General Beightler, seconded by Mr. Linzell, as follows:

Resolution No. 48-1956

"WHEREAS by resolution No. 40-1956, adopted June 19, 1956, the Commission revised its schedule of tolls adopted July 15, 1955, by resolution No. 38-1955;

"WHEREAS said resolution No. 40-1956, provided that the revised schedule of tolls should be and remain in effect until midnight September 30, 1956; and

"WHEREAS the Commission desires to remove the limitation as to time in the revised schedule of tolls adopted by its resolution No. 40-1956 on June 19, 1956;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby adopts, without limitation as to time, its revised schedule of tolls enacted by resolution No. 40-1956."

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.

The Chairman reported further that the Commission had a letter from The Ohio Hotels Association composed about the information that the Commission gave with respect to shelter along the turnpike. He said that the letter had had some publicity and he thought it was entitled to some public notice in a meeting. He said that among the things said in the letter was the following statement: "We think it quite improper for the commission to assume the burden of policing the race discrimination law, or the hotel room rate law, and we doubt the wisdom of the commission lobbying against the erection of billboards."

The Chairman said that leveling complaints against those three planks in the Commission's platform amounted to leveling criticism against its whole program of operation insofar as affects shelter for the night. He read further from the letter as follows:

"We submit that your folder and its entangling propaganda about race discrimination, room rates and billboards and your 'motel area' signs are, for the most part, totally devoid of service to the travelers."

He said that he personally and he believed the Commission generally was of the opinion that it would be unfair and inhumane to direct travelers on the Ohio Turnpike to inns for shelter where the travelers would be told either by word or deed that "there is no shelter at this inn." He said that such was what some famous sojourners, Jesus and Mary and Joseph, were told 2000 years before that there was no shelter for them at the inn where the infant Jesus might have been born. He said that so far as room rates and billboards were concerned he thought the Commission had the same duty before it disseminated information to determine that those who received its information might

feel assured that it was not going to direct them to places where they would be gouged or where they would be otherwise mistreated. He said that so far as billboards were concerned, the Commission long ago had determined to discourage billboards. He said that he found it a little bit surprising that The Ohio Hotels Association, through its secretary, would take such a position with respect to the Commission's pamphlets on shelter insofar as they referred to race discrimination and to room rates. He said that there was also some discussion in the letter about the Commission's not giving information on hotels. He said that personally he saw no reason in the world and that he was sure the Commission would have no objection to a listing of hotels in the same pamphlets and that so long as the Commission could show on the pamphlet the distance from the turnpike to the motel or hotel concerned he saw no reason why any might not be listed. He said that as far as he was concerned the Executive Director might handle that problem totally.

The Chairman reported further that two months before when the Commission had vacated the building at 139 East Gay Street, in Columbus, it had hoped that the building would be occupied promptly. He said that at that time the Governor had requested that the State of Ohio would be given the first refusal on the building and that it was certainly the Commission's understanding, implied or otherwise, that it would not take a long while for the building's occupancy to be accomplished by the state if the state were going to take the building. He said that the Commission had had the building appraised by an expert appraiser under contract with the Commission. He said that it had been appraised also by an expert appraiser whose contract he considered was between the State of Ohio, the Commission and the appraiser.

Mr. Linzell said that such was his understanding.

The Chairman said also that the State of Ohio had agreed to pay half the fee for the second appraisal and that another appraisal was to be procured by the State of Ohio and that so far that appraisal had not been made available. He said that he had talked to the Governor the day before about it and the Governor was still hopeful of being able to acquire the building for the State of Ohio and especially for the Department of Highways. He said that the building was an expense; that the Commission had a custodian there and had telephones there, and that under its telephone contract the Commission would have some damages to pay unless the building was taken over and the telephone service used. He said that it was certainly necessary that the Commission amplify its previous resolution by giving authority to offer the building for sale to others in the State of Ohio.

Mr. Linzell said that for the edification of the rest of the Commission the Highway Department as such could not enter into an agreement to buy. He said that the Highway Department as such could not set the price. He said that it was so under the statutes, the prerogative being that of another department, the Department of Public Works. He said that nobody had been more anxious that the transfer be completed than he had but that so far he had not been able to get an agreement on price worked out but that he was very hopeful that it could be done at an early moment because it was very embarrassing to him not to be able to get into the building soon. He said also that the price had not been settled nor had any rental rate on a temporary basis as he had suggested some ten days before been settled. He said that he had the understanding that the third appraiser would be starting his work promptly. He said that the State of Ohio with its expanded highway program had to enlarge certain of its functions and that he had been delayed already for several weeks and hoped that he would not be delayed any longer than could be helped. He said that, in fact, he was desperate for space.

Resolution No. 49-1956 authorizing disposition of certain real estate pending negotiation for sale thereof was moved for adoption by Mr. Teagarden, seconded by Mr. Allen, as follows:

Resolution No. 49-1956

"WHEREAS the Commission, by resolution No. 45-1956, authorized and empowered its Chairman to negotiate for the disposition of certain real estate situated in the city of Columbus, Franklin County, Ohio, and commonly known as 135-141 East Gay Street, and 40-46 N. Lazelle Street, at the time of adoption of said resolution it appearing that the State of Ohio was interested in acquisition of said real estate;

"WHEREAS negotiations are still in progress for the disposition of said real estate to the State of Ohio, but the terms and time are not at this time agreed upon, and some two months have elapsed without conclusion of said negotiations, and management and caretaking expenses make it extremely costly to the Commission to have the real estate unused and the building vacant;

"WHEREAS the State of Ohio has requested, during the period of negotiation, the opportunity to lease the premises referred to from month to month;

"WHEREAS the Commission believes it advisable to grant to the Executive Director as well as the Chairman, authority to negotiate

any terms on the basis stated in resolution No. 45-1956, and to negotiate the terms of any lease of the said real estate on a month to month basis, including, if deemed desirable, a form of lease whereunder monthly payments, or a portion thereof, would be credited on any consideration ultimately agreed upon; and

"WHEREAS interest in the acquisition of the real estate has also been indicated by one or more private prospects;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission does hereby authorize the Chairman or its Executive Director, subject to approval of the Commission, to sell or negotiate for the disposition of the real estate aforesaid either to the State of Ohio or to a private person, and pending the successful completion of any such negotiation to lease the said real estate to the State of Ohio or a private person on a month to month basis; and

"FURTHER RESOLVED that the Chairman or Executive Director, subject to approval of the Commission, be, and either is hereby authorized, in connection with any prospective disposition to the State of Ohio or to a private person, to negotiate a lease to the said State of Ohio or to such private person and in connection therewith, to execute any and all instruments necessary and proper to lease to the State of Ohio or to a private person the aforesaid real estate on a month to month basis."

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.

Resolution No. 50-1956 designating persons to sign requisitions, certificates, etc. under §§405, 406, 407, 408, and 506 of the Trust Agreement was moved for adoption by Mr. Allen, seconded by Mr. Linzell as follows:

Resolution No. 50-1956

"WHEREAS the Commission, by resolution No. 13-1956, designated certain persons to sign requisitions, certificates, statements,

approvals, and opinions provided for by §§405, 406, 407, 408, and 506 of the trust agreement dated June 1, 1952, between Ohio Turnpike Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now The First National City Bank of New York), as co-trustee; and

"WHEREAS subsequent to the adoption of said resolution certain changes have occurred in Commission personnel which make an amendment to said resolution desirable;

"NOW, THEREFORE, BE IT

"RESOLVED that the aforesaid resolution No. 13-1956 be, and the same hereby is, rescinded as of August 21, 1956, and the authorizations hereinafter set forth are substituted therefor, effective as of August 21, 1956;

"FURTHER RESOLVED that requisitions for payment of compensation or deposit of moneys, to be made by the trustee pursuant to §405 of the trust agreement, shall be signed by the secretary-treasurer, an officer of the Commission, or by Lockwood Thompson, or Herman F. Tornau, or C. W. Hartford, employees of the Commission;

"FURTHER RESOLVED that requisitions for payments to be made by the trustee pursuant to §406 and/or §408 of the trust agreement shall be signed by the secretary-treasurer, an officer of the Commission, or by Herman F. Tornau, or C. W. Hartford, or John Soller, employees of the Commission;

"FURTHER RESOLVED that requisitions for payments to be made by the trustee pursuant to §407 of the trust agreement and certificates required by said section shall be signed by the secretary-treasurer, an officer of the Commission, or by Herman F. Tornau, or C. W. Hartford, or John Soller, employees of the Commission; and if any item in any such requisition is for reimbursement on account of the payment for any real property, the requisite certificate shall be signed by the secretary-treasurer, an officer of the Commission, or by John Soller, an employee of the Commission, and by Herman F. Tornau, or C. W. Hartford, employees of the Commission, and the requisite statement, opinion, or approval shall be signed by general counsel, or by Francis K. Cole, Assistant General Counsel for the Commission;

"FURTHER RESOLVED that certificates required by §408 of the trust agreement shall be signed by the secretary-treasurer, an officer of the Commission, or by John Soller, an employee of the Commission, and by Herman F. Tornau, or C. W. Hartford, employees

of the Commission;

"FURTHER RESOLVED that statements, opinions, and approvals required by §408 of the trust agreement shall be signed by general counsel, or by Francis K. Cole, Assistant General Counsel for the Commission; and

"FURTHER RESOLVED that requisitions for payments made pursuant to §506 of the trust agreement and certificates required by the same section shall be signed by the chairman, or vice-chairman, or secretary-treasurer, officers of the Commission, or by Herman F. Tornau, or C. W. Hartford, or John Soller, employees of the Commission."

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

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

Nays: None.

The Chairman declared the resolution adopted.

The Chairman reported further that on July 24, 1956 he had attended a conference in Columbus called the Governor's Follow-Up Meeting to the Mid-Western Conference of the President's Committee for Traffic Safety. He said that the meeting had been presided over by the Chairman of the local committee and Mr. Jesse T. Smith, the Chairman of the Governor's Traffic Safety Committee. He said that he had found the meeting hardly worth the time it had consumed and that he had not remained to its conclusion. He said that he had checked with those who had remained and that he did not think that they had thought the portion that he had missed had been worth any more than the portion that he had attended. He said that the problem of safety had to be addressed with a great deal of resolution and there wasn't any question but that it could be enhanced by competent design of highways and by effective policing.

He said that effective policing had to include some way of detecting, if humanly possible, the fatigued driver. He said that more fatal accidents on the Ohio Turnpike had originated in fatigue than in anything else. He said that he had written a letter to the Ohio Director of Public Safety in which he had suggested that the conference direct itself toward a campaign which would seek to educate the public to the danger of operating motor vehicles while fatigued and to have the drivers stop and rest if they were fatigued.

The Chairman reported further that when the Commission abandoned the headquarters at 139 East Gay Street in Columbus it had set up a few offices in the Huntington Bank Building in Columbus for temporary use during the period of transition. He said that it was his belief that the offices had served their purpose and that the Commission might relieve itself of that expense and accordingly he had asked that the quarters that had been provided for his use and service as Chairman of the Commission be given up and the furnishings and equipment removed to the building at Berea. He said further that he would still keep one telephone line, Capital 1-1455, for Commission business. He said that a car was being kept in Columbus until the building should be disposed of, at which time, if not sooner, the car could be transferred to Berea. The Chairman said that a clerk had been kept on duty in Columbus for a month but that it had been found that the burden he bore as Chairman of the Commission was borne very much by his secretarial staff rather than by anything the clerk could do so the clerk had been separated at the end of July.

The Chairman reported further that the question of restaurants had become a public question. He said that the Secretary-Treasurer as a member of the Commission had advised the members prior to the meeting that he was dissatisfied with the manner in which the Chairman was addressing the restaurant problem. He said that Mr. Allen had said that he did not believe that the methods of the Chairman were likely to produce the desired results in obtaining the kind of service that the Commission's contract with the restaurants required, so the Chairman said he was not going to comment upon restaurant service then but should await Mr. Allen's statement to the Commission after which he would expect to address himself at the same time to whatever strictures Mr. Allen or any other member might choose to level against him or anybody else with respect to the address to the restaurant operators whose conduct of business on the turnpike and whose performance of their contract he had not considered satisfactory.

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

1. Unaudited financial reports for the periods ending June 30, 1956 and July 31, 1956.
2. Budget reports for the first six months of 1956.
3. The statistical report on concessionaires for the second quarter of 1956.

4. Traffic and Revenue report for June 1956 and July 1956.
5. Draft of the minutes of the meetings of June 19, 1956 and July 10, 1956.
6. Notice of proposed audit of the three restaurant concessionaires by Harris, Kerr, Forster & Company.
7. Detail of investment transactions during July 1956.
8. Auditors' report for the period ending June 30, 1956.

The Chairman asked Mr. Allen whether or not those remarks which he had made to the members in conference prior to the meeting with respect to the handling of the performance of the contracts by restaurateurs were to be repeated at that time.

Mr. Allen said that he had made a few remarks out of his years of experience that he had thought might be helpful and that one of the main points he had made was that he had thought the whole restaurant problem would be better handled with the least amount of publicity. He said that he was not going to be in any way prevailed upon to add to that by making any statement at the meeting. The Chairman asked Mr. Allen if he did not think that the written statement that he had read to the members outside ought to be read publicly to the meeting. Mr. Allen said that in no respect did he think so. He said that he had just simply given the statement as a helpful suggestion and had had no intention of making any public statement. He said that all the main points that he had made in that statement had been that there already had been far too much publicity on a service-giving proposition and that the Commission did not want any rharbs or publicity in connection with that proposition. The Chairman said that he was entitled to and did disagree with Mr. Allen. He said further that he had a cardinal principle in the conduct of public business which dictated that anything of sufficient consequence to be discussed by the members of the Commission privately was of sufficient consequence a fortiori to be discussed publicly. The Chairman said further that he had no reservations about his personal displeasure and disapproval of the conduct of the performance of the contracts by the several restaurateurs. He said that he had come to the Berea headquarters on August 1, 1956 and had attended a conference with the several restaurant operators. He said that at that time he believed there had been present no top managing director of any one restaurateur except Mr. Virgil Gladioux of the Holiday Houses. He said that there were present at that conference representatives of Olympic Commissary Company in the persons of its Secretary and General Counsel, Mr. Allyn

J. Franke. He said that there were present also at that conference representatives of the A B C Vending Company including Mr. Jacob Beresin, the President of that company, and Mr. S. A. Alesker and Mr. C. R. Beirne from Cincinnati who had come as counsel whom he believed Mr. Tornau and Mr. Allen as well as himself had known before. He said that at the conference on August 1, speaking as Chairman of the Commission and in accordance with the bylaws, he had told the several operators or the representatives of the operators that the Commission was not satisfied with their performance and that the Commission expected better performance. He said that he had said further that unless better performance was given the Commission would have no alternative except to proceed in accordance with the terms of the contract to seek their rescission. He said that at that time in the conference he had asked whether there was any managing director present and that Mr. Gladieux was the only one who could say specifically that he was the managing director of the operation. He said further that Mr. Gladieux had risen and had said that the Commission would never have to cancel his company's contract, that his company recognized its omissions and its deficiencies and was going to correct them, that his company had cut its personnel to the bone during the winter and probably had cut it below what it should have been cut to in order to revive the service when it had to be revived. The Chairman said that thereupon he had told Mr. Gladieux that he need have no alarm prior to September 15, 1956, that the Commission would give him every opportunity between August 1, 1956 and September 15, 1956 to bring his service to the standards of the contract and that if he did not do it by that time the Commission would expect to look at it very seriously. He said that he had had a brief conference with Mr. Gladieux afterward and then had left the matter with the Executive Director. The Chairman said that he had then told the other two operators who were present that he would like them to arrange to meet with the Executive Director promptly, having present at such meeting a director who could speak with full authority about the steps which the operators would take in order to bring the service to the standards that Mr. Gladieux said he would bring his to, which was the standard demanded by the Commission's contract.

The Chairman reported further that on the morning of August 2, 1956 in Columbus he had gotten a long distance telephone call from a former chairman of the Democratic National Committee, Mr. Stephen A. Mitchell. He said that he had known Mr. Mitchell as chairman of the National Committee and so when Mr. Mitchell called he had taken his call, the Democratic national convention approaching and it being notorious information that he was a Democrat, thinking that Mr. Mitchell was calling about something concerning the national convention but lo and behold to his great surprise, despite the fact that Mr. Franke

had sat at the conference table the day before and had been presented by the Secretary of the Olympic Commissary Company as its general counsel, Mr. Stephen Mitchell advised that Mr. Mitchell was counsel for the Olympic Company and wanted to come and have a conference with him. He said that needless to say, he had been utterly dismayed because he had expected the Olympic Company and the A B C Vending Company to seek to confer with the Executive Director in accordance with the agreement of the day before and he had thought if there were going to be any experts that those experts were going to be restaurant consultant experts not lawyers. The Chairman said further that he was not suggesting that Mr. Stephen Mitchell had been employed because he had been a former Chairman of the Democratic Committee, he was merely mentioning the coincidence. He said that he had mentioned further that when he had asked Mr. Mitchell on August 2 how he happened to be calling when the company had been represented the day before by general counsel, Mr. Mitchell had professed utter ignorance of the general counsel and had said that he had never heard of Mr. Franke. The Chairman said that thereupon he had said, "well, if you were not Steve Mitchell whom I knew and if I had not assumed you were calling about something else, if I had thought you were calling as counsel for a company which had already been presented to the Commission as represented by counsel, I wouldn't have talked with you. Now if your client is in your office at this time I would like you to turn and ask that client if Mr. Franke misrepresented himself when he was with us yesterday or if Mr. Franke actually is the general counsel." The Chairman said further that Mr. Mitchell seemingly had turned away from the phone because he then said, "Mr. Shocknessy, I am very sorry about all this. I did not know about Mr. Franke. I have, in the past, represented the Olympic Company and I assure you that I would not call you as counsel without consulting the general counsel or another counsel who had seen you if I had known there were such counsel." The Chairman said further that he had said, "Very well, Mr. Mitchell, I will arrange to see you provided you have the managing director of the company with you and Mr. Franke, but unless I have evidence that Mr. Franke has been discharged, Mr. Franke represented himself to us as the general counsel of Olympic, I will expect to see Mr. Franke also."

The Chairman reported further that the conference had been set for the following Tuesday but that he did not attend the conference because meanwhile he was stricken with pneumonia and was in Mount Carmel hospital in Columbus so that the conference which had been scheduled to be held in Columbus had not been held there but instead the conference was held in the permanent headquarters at Berea and that at it Mr. Stephen A. Mitchell had been present and so had Mr. Franke. He said that he hoped the Executive Director, when he made his report to the Commission, would advise the Commission the incidents of that conference. He said

that he was no less unhappy with the criticism of the service given by the restaurant operators on the Ohio Turnpike than anyone else. He said also that he was no less unhappy about the attendant publicity but that he had never found publicity anything but helpful and that he did not regret the publicity that had been attendant. The Chairman said to Mr. Allen that as far as he could he was going to incorporate by reference in the remarks that he made and had made and might thereafter make those criticisms of Mr. Allen's which the latter had made to the members privately.

Mr. Allen said that the Commission had had plenty of law suits and that the thing that had disturbed him particularly was that after the conferences on August 1st and other dates the matters concerned seemed to be getting over to the legal side and that dates were being set when the Commission was going to start terminating the contracts. He said that he was not surprised under those circumstances to see a restaurant company go out and retain Mr. Mitchell. He said that he understood that at one of the conferences the Commission had retained special counsel to sit in. The Chairman said that that had been Mr. Frank C. Dunbar, Jr. of Columbus a former executive director. Mr. Allen said further that he could not be surprised that the restaurant people retained special counsel when at its meetings the Commission had its legal people in and when it retained special counsel to represent the Commission at those conferences. Mr. Allen said further that that was the only thing that disturbed him. He said that the proposition was one of service that ought to be worked out with real care. He said that it was a technical proposition that none of the members of the Commission were capable of contributing a great deal to. He said that it certainly was a proposition about which not much could be done by bluster and threat and dates like the 15th of September being the day when the Commission was going to start proceedings to cancel. The Chairman said that that was not what the Commission had said. Mr. Allen said that taking such a course with the restaurant concessionaires was certainly going to result in their retaining high-powered counsel. He said also that he was not disturbed if one of the operators wanted to retain Mr. Mitchell. He said that just because a man had become Chairman of the Democratic National Committee did not mean that he was going to be prohibited from practicing law. He said that the operators had a perfect right to retain him. Mr. Allen said further that he did not get excited and assume that Mr. Mitchell was expecting to exert improper influence or that there was anything about it that wasn't open to the ordinary eye to see what was behind hiring Mr. Mitchell. He said that he would like to go back to a sane proposition where the Commission's operating people would work very simply with the restaurant operators who were all anxious to give good service. He said

that the Commission should not attribute evil ideas to them. He said that they were just as anxious to make a reputation as good restaurant operators as the Commission was to have them do so. Mr. Allen said also that he was quite confident that they could do a good job and that the Commission could not compare the job that was being done on the Ohio Turnpike fairly with what was being done on certain restaurants on the Pennsylvania Turnpike which had been operating for years. He said that operating a restaurant was a highly technical thing, something that just could not be done in a few months. Mr. Allen said further that constantly the members in their meetings talked over little problems and that the present problem was one which he had been afraid he might get carried away with because it was one which had been more or less his life's work so that he had written out a page or two and had read it and that it seemed to have been more or less of a bombshell which he had had no intention of it being. He said that he had just been trying to be helpful as one of the Members of the Commission. He said that he did not want to get into any rhubarb about it.

The Chairman said that as long as he was Chairman of the Commission there would not be any question but that he would be aggressive about every dereliction which dealt with service to the public.

Mr. Allen said that he had just been unbelievably surprised that the Chairman had taken offense at a few helpful suggestions that he had made along the line of his past experiences. He said that he had never tried to give legal advice but that when it came to operating service outfits he thought he was in a position to give some helpful advice and he had tried to do it.

The Chairman said that no one had greater respect for the venerableness of Mr. Allen's experience than he had. He said that no one had ever given more deference to Mr. Allen's experience than he had and he wanted to say that it was his belief that even though the members of the Commission had little or no experience save General Beightler's and Mr. Linzell's, neither of whom had been on the Commission from the beginning, with constructing highways, the Commission had done a pretty good job and he thought the Commission would be just as capable even without experience of operating restaurants in making certain that the restaurant contractors performed their contracts just as it had assured that the construction contractors performed their contracts.

He said further that with respect to Mr. Dunbar's being present at the conference of August 7, Mr. Stephen Mitchell had called the Chairman on the morning of August 2, the day after the conference on August 1, and he had arranged to consult with Mr. Mitchell and the members of the staff and also with Mr. Franke and with some managing

directors of the Olympic Company. He said further that he had been ill on August 7 and had thought that Mr. Dunbar who had been Executive Director and General Counsel of the Commission and had had vast experience with the execution of the restaurant contracts prior to his leaving the Commission would be able to bring to those of the Commission's staff who had not had comparable experience information which would be to their great advantage and that was why Mr. Dunbar had been asked to attend the conference of August 7 and that it was true that he had done so as special counsel.

The Chairman said further that as far as the September 15 date was concerned he had not said that the contracts were going to be cancelled on September 15 but had said that on September 15 the Commission would expect to evaluate the performance as affected by events between August 1 and September 15 and that he trusted that could be done.

General Beightler said that he had not discussed the restaurant matter with Mr. Allen nor with any restaurateur or any representative of any restaurant concessionaires on the turnpike but that in his opinion perhaps the Commission had gone far enough in getting complete publicity on all of its differences and negotiations with the restaurant operators, and further that public condemnation of those restaurant operations would beget the Commission nothing except to create in the mind of the public the impression that conditions might be considerably worse than was actually the case. He said that he had not been happy with the operations of the restaurants until at least recently and that he did not say that he was then satisfied but that he had been told by different persons who had been in rather close contact with the restaurant operations that there had been an immense improvement in the last several weeks. He said that possibly all the corrective action that the Commission could expect from complete publicity had been obtained and that further action on its part should be by its staff and perhaps by the Members and that if it was necessary the Commission would take positive action if and when it found that conditions had not improved to the standard that it wished. The Chairman said that he could accept that. Mr. Allen said that frankly he had overdone his part of it but that was what he had been trying to do. The Chairman said that he could accept that.

Mr. Teagarden said that he thought probably too much had been said already at the meeting but that he would like to comment that from his own personal observations of conditions at the various restaurants he thought that the restaurant operators, as they themselves had admitted until recently, were not doing a satisfactory job. He said that he thought the publicity and what had been done up to that time had resulted in a change in the conditions of the restaurants. He said that during the last six weeks he had visited a number of the service plazas and had noticed quite an improvement. He said that he was quite proud of the change that had been made by

the operators and that the complaints from the public and the publicity that the Commission had had certainly had had an effect.

The Chairman said that he thought the publicity up to then had been good and salutary. He said that he had had a letter from the state editor of the Cleveland Press in which the writer had complained vigorously in a pleasant constructive wholesome way about conditions he had found in turnpike restaurants. He said that just the night before he had gotten a telephone call from a man of unimpeachable integrity about a plaza where there were many flies. He said that he recognized all those things were difficult to control. He said that he did not concede that they were not controllable and that he was not willing to and should not sit there or any place else until September 15 and hope. He said that so far as he was concerned the Commission was going to find out every day the amount of improvement there had been over the day before and what had been done. He said that there was no substitute for surveillance.

Mr. Linzell said that he had heard reports that conditions were improving, that improvement was being shown. He said that what he had heard of complaints indicated they had generally been more concerned with service and housekeeping than with the quality of the food. The Chairman said that he was getting complaints about prices.

The Chairman said that the record could stand that he thought the performance up to then had not been good, that he thought the effect of the publicity upon the bad performance had been good, and that he thought that if the Commission gave adequate surveillance for which there was no substitute performance would be right.

Mr. Allen said that he thought training of people was more important in a thing of that kind than surveillance. The Chairman said that the Commission did not train, it could only survey, it could only oversee. He said that training was the job of the contractor. Mr. Allen said that he just did not want to leave the idea that it might be the view of the Commission that training was not a necessary item. He said that there was no longer any slavery and that he did not think results could be gotten by surveillance, that he just wanted to emphasize that training certainly was important. The Chairman said that training was the contractor's job, the surveillance was the Commission's, that the only thing the Commission could do was police, it could not train.

The Director of Highways reported that engineering contracts had been entered into with engineering firms and that some of the contracting engineers had already started work on the two ends of the Ohio Thruway. He said that because the state was limited in its ability to hire contracting engineers in incorporated areas, the Highway Department was working out an

arrangement with Cuyahoga County to enter into an agreement with engineering firms in the so-called by-pass around Cleveland. He said that the Greiner Company report as to the alignment and grade of the thruway was being followed with some modifications and additions of interchanges. He said that the Highway Department would get a great deal of good out of the Greiner report. He said that the Department was going to use the Greiner report rather than get still another report. He said that on the central portion of the thruway some major modifications might be indicated due to interstate standards and things of that kind.

The General Counsel reported that since the July meeting the efforts of his predecessors had culminated in the very fine victory in the Sun Oil Company case in the Court of Appeals. He said that of August 1 the legal staff had been decreased by the loss of Mr. James Stegmeier who had agreed to come to Berea from Columbus only temporarily. He said that Mr. Alba Whiteside was tendering his resignation as of September 1 because of a very nice position which was open to him. He said that Mr. Whiteside also had only agreed to come to Berea temporarily. He said that after the first of September he and Mr. Francis Cole would be manning the department unless they were successful in getting the kind of person they wanted, i. e. a young lawyer to train in the special intricacies of the Commission's work. He said that it was desired to keep the expenses of the legal department as reasonable as possible and that it was hoped eventually, as contract work tapered off, to be able to take over some of the litigations.

Mr. Joseph Worthington, representing the Consulting Engineers, said that the annual report of the Consulting Engineers would be in on the 31st of September. He introduced Mr. Fred Cresswell, associate engineer of maintenance and operations for the Consulting Engineers. Mr. Cresswell replied to a question by the Chairman and said that he had signed a letter from the Consulting Engineers concerning restaurants in which no great admiration for the restaurant operators had been bespoken. Mr. Allen said that he had purposely avoided what he thought was a minor report and that he would not make any comments on what he thought of the restaurant report of the Consulting Engineers.

The Executive Director reported that a date would be set in the week of August 27 for negotiations on the proposal of the Greiner Company to continue their consultant services.

The Executive Director reported further that a letter had been addressed to the Members of the Commission giving a brief resume of the conferences held on August 7, 1956 with the restaurant operators. He said that representatives of the A B C Restaurant Company who had been present at the morning conference had been its president, Mr. Beresin and the general counsel, Mr. Beirne. He said that they had been informed of the

dissatisfaction of the Commission with conditions as reported by members of the staff and the public and that they had stated they would exert every effort to conform with the terms of the contract. He said that they had been informed that the Commission would, on September 15, make a reevaluation of their performance and a determination as to what its course might be. He said that representatives of the Olympic Commissary Company were present at the afternoon conference including the president, the district manager, the secretary and legal counsel. He said that Mr. Franke had been present as general counsel and Mr. Mitchell had been present as an assistant to Mr. Franke. The Executive Director said further that a discussion had developed between the Commission's special counsel, Mr. Dunbar, and the representatives of the Olympic Company as to management ability as evidenced by the performance of the concessionaires. He said also that the Olympic representatives had recessed and had returned and stated that they were going into the question of management. He said that they had been informed that the problem of determining adequate management was theirs, that the Commission was not interested in personalities but was interested in performance and that it was their problem to perform under the contract. He said further that after the recess Mr. Franke, speaking as general counsel representing the Olympic Company, had stated the company would take certain steps to improve the performance under the contract and that the president of the company had authorized that statement. He said that the Olympic representatives were told that as of September 15 a reevaluation of their performance would be made.

The Executive Director reported further that there had been no change since in the management of the Olympic restaurants on the turnpike. He said further that during the morning conference Mr. Beresin of the A B C Company had stated that he would inform the Commission of the identity of the company's representative who would be in complete charge of the operations of their restaurants on the turnpike. He said that in the past there had been no specific individual to whom the Commission could write. He said that on Monday, August 13, Mr. Beresin had telephoned him and told him that that individual would be Mr. S. A. Alesker. The Executive Director said that he questioned whether or not Mr. Alesker had been present on the turnpike since August 13. He said that he had talked to several of the managers of the A B C Restaurants who had said they had not seen Mr. Alesker. The Executive Director said that he had not tried to communicate with Mr. Alesker. The Project Manager said that he had addressed correspondence to Mr. Alesker at the Philadelphia address of the company and had received no reply. The Chairman said that he was still for surveillance. The Executive Director said that in that connection additions had been made to the personnel whose job it was to visit the restaurants, make inspections, and call to the attention of the managers of the restaurant immediately following the making of inspections the items which had been inspected, whether the result of the

inspection had been good or poor. He said that the inspecting personnel were visiting each restaurant at least once each day and in some instances more than once a day. He said that there had been a definite improvement in the housekeeping conditions at the restaurants. He said that the previous week he had visited five of the service plazas at the western end of the turnpike and had found conditions improved. He said that he had found some things that required improvement and had called them to the attention of the managers. He said that the Commission was still receiving complaints from patrons.

The Executive Director reported further that the staff was going ahead with the preparation of plans for paving the service plazas. He said that a rough estimate of the cost of the paving would be around \$1,800,000 and that he could not provide a more approximate cost because there might be certain changes in the design of the paving and in the layout of the plazas.

The Executive Director reported further that the Project Manager had inquired concerning the state-wide weather service bureau referred to by the Director of Highways at a previous meeting and had learned that the information which the Highway Department received from the weather forecasting service was sent over the State Highway Patrol teletype system to be given to the State Highway Department divisions. He said that a State Highway Patrol teletype machine was soon to be established in the Patrol headquarters at Berea and that that information therefore would be available to the Commission. He said that there was a question as to whether or not the Commission could use the information because the Commission had a contract with the Patrol. He said that he thought the Commission would use everything that it could get to its advantage over a machine that it would install and pay for.

General Beightler asked the Executive Director for further information about the additions to the personnel assigned to inspect restaurants. The Executive Director replied that the additions were part-time employees selected from among the toll collectors. He said those men had been selected who were believed to be observant and otherwise qualified to make inspections as to housekeeping and cleanliness primarily. He said that the inspectors were not asked to sit down and eat a meal because it was very difficult for people to report on quality of food whether it was to their taste because there were so many different tastes. The Chairman interjected that the Commission had had an expert's report on quality, General Beightler said that it seemed to him that the results of the activity of the Commission's Supervisor of Patron's Services had left something to be desired from the time at which operation of the restaurants had been begun. He said that he knew that two years before neither the Pennsylvania nor the New Jersey turnpike authorities had had any such person on their

staff, that they did not even have such persons assigned, especially to the concessions. He said that nevertheless the concession operations on the New Jersey and Pennsylvania Turnpikes had been so much better than on the Ohio Turnpike in the matter of restaurants at least. He said he wondered about adding further to the staff of the Supervisor of Patron's Services which certainly hadn't been accomplishing anything in handling the matter of the restaurants. He said that he had not been happy with the staff. The Chairman said that he had not been happy with the reports of that staff. He said also that the Commission did not seem to know the same things about the absence of towels and cleanliness in the public rooms that the public knew about. He said that it seemed to him that a regular inspection would give the Commission that information. He said that he would be interested to learn what the big oil companies did on the inspection of their enormous numbers of installations throughout the United States.

The Chief Engineer reported resignations from the staff of engineers as follows: Mr. Karl Yost on August 20, 1956; Mr. G. K. Jewel, effective September 1, 1956. He said that there was some question as to how long Mr. Robert Meyer would remain with the Commission. He said that the remaining members of his staff were Mr. Eugene Meeker, Mr. E. L. Sheley, Mr. C. H. Makeever and himself.

The Chief Engineer reported further that it was planned to advertise immediately for the replacement of bridge railings on certain bridges in Cuyahoga, Lorain and Mahoning Counties.

The Chief Engineer reported further that each of the members had received a copy of a report showing the status of construction contracts as of July 31 and that there had not been a great deal of improvement since that date other than that final payment on the two J. A. Jones Construction Company contracts had been made the day before.

In response to questions by the Chairman and General Beightler the Chief Engineer said that none of the building contracts or the sewer and water contracts or the toll plaza contracts had been closed out; that all of the paving contracts had been paid out with the exception of one; that about 12 of the roadway contracts remained to be paid out; and that there remained the final cleanup of the Commission's contracts with the several contracting engineers. He said that there were several months of work ahead in cleaning up the contracts.

The Project Manager reported that specifications and proposals for the procurement of abrasives and additional equipment for snow and ice removal had been completed and that bids were being advertised for at that time. He said that bids were then being sought on cinders, limestone,

slag, and sodium chloride and that bids would be advertised for for calcium chloride the following day. General Beightler asked whether the entire requirement of calcium chloride was to be ordered at one time. The Project Manager said that it would be so ordered except for the solicitation of bids in the alternative on concentrated calcium and standard calcium, bag calcium versus bulk calcium. He said that of course the bids would have to be examined before orders would be placed. The Chairman said that the calcium chloride business was a very touchy vexatious problem, the answer to which he could not see. He said that the United States Department of Justice had that one to work out.

The Project Manager reported further that inspection of intermediate stockpile sites was substantially completed. He said that the top supervisory personnel of the maintenance department were going to visit the Michigan Highway Department during August to confer on snow and ice removal programs. He reported further that erosion control work had progressed very well. He said that the plan for fall seeding of eroded areas was complete and work would start about September 15, 1956.

The Project Manager reported further that mowing of grass areas had progressed most satisfactorily during the last month. He said that the general grass medial strip and the outside edges of the roadways had a good stand of grass which had been kept green by frequent rains.

The Project Manager reported further that the pavement edge striping program was approximately 75% completed and, in the absence of bad weather, should be completed within the next two weeks.

The Project Manager reported further that the fatal accident rate on the turnpike as of the end of July 1956 was 1.97 accidents per one hundred million vehicle miles for the first seven months of 1956. The Chairman said that that rate was certainly remarkable and that it still remained that there had been no accidents chargeable to construction. He said that there had not been any accidents that were not preventable, that accidents invariably involved driver failure. He said that driver failure involved sleepiness more than any factor. The Project Manager said that there had been two fatal accidents during the month of August 1956 and that in both instances the drivers of the vehicles involved apparently had fallen asleep. The Chairman said that he had had some comparative figures on fatal accidents on the Pennsylvania Turnpike and the Ohio Turnpike which led him to believe that the medial strip was the principal safeguard against accidents on the Ohio Turnpike. In response

to a question by the Chairman, Mr. Cresswell of the Consulting Engineers said that an extensive study two years before had revealed that the primary cause of accidents on the Pennsylvania Turnpike was rear-end collisions. He said that the percentage of accidents on that turnpike caused by the medial was relatively small compared to rear-end collisions. He said that unfortunately in Pennsylvania when a vehicle did cross the medial and hit somebody or something it was really a fatal accident. The Chairman said that the difference between the two turnpikes was that on the Ohio Turnpike vehicles out of control did not get across the medial. In response to another question by the Chairman, Mr. Cresswell said that the medial on the eastern extension of the Pennsylvania Turnpike had been paved on all curves and that paving of the medial on the tangents had been started. The Chairman said that he had heard that the reason for paving the medial was to reduce the cost of maintenance and the hazard of maintenance. Mr. Cresswell indicated that his understanding was the same as the Chairman's.

In response to a question by General Beightler the Project Manager said that the national rate on fatal accidents was above 6 per hundred million vehicle miles. He said that as far as he knew the fatal accident rate on the Ohio Turnpike was the lowest of all the turnpikes.

The Project Manager reported further that with the opening of the Northern Indiana Toll Road the temporary connection between the Ohio Turnpike and State Route U. S. 20 at the Indiana line had been closed off. He said that traffic desiring to enter the Ohio Turnpike was being directed by means of lead-in signs to Exit two, the Bryan-Montpelier Interchange. He said that traffic volumes on the western end of the Ohio Turnpike seemed to be up during the last week end in comparison to previous week ends. He said that all three of the western toll plazas showed increases in both entering and exiting traffic for Friday, Saturday and Sunday, as compared to the same three days of other weeks in the month of August 1956.

The Project Manager reported further that with respect to inspection of the restaurants the Commission's inspectors were passing out comment cards to patrons during the time of inspections and asking the patrons to record their comments as to whether food and service had been good, fair or excellent. He said that those cards were collected by the inspectors. He said that the restaurant owners also distributed cards of similar import to patrons. He said that he thought that considerable progress had been made with respect to restaurants and that the restaurants had improved considerably in the past several weeks. He said that service was still the most difficult problem. He said that prompt, quick service was lacking, that service was slow.

He said that that was due in part to the restaurants not having sufficient help during peak volume periods and to the fact that the restaurant employees were not trained for efficiency. The Chairman said that one of the Commission's problems was to require that the restaurants have adequate personnel. He said that if one cannot serve one's peak volumes one cannot serve a fast highway. He said that peak volumes were served on the Pennsylvania Turnpike and on the New Jersey Turnpike.

The Project Manager reported further that service at the gasoline filling stations on the turnpike was a problem also. He said that letters had been addressed to each of the gasoline station operators concerning the problem. He said that there was definitely a lack of sufficient help at certain times in the service stations and that complaints had been received that patrons had had to wait 25 minutes to 35 minutes to obtain gasoline. He said that he had observed at one station on a Saturday that it required 25 minutes of waiting in line to get to the pumps and five minutes to obtain service, a total of 30 minutes. He said that there were five to eleven vehicles lined up for each lane and that three lanes were open of the ten lanes available. The Chairman said that such a situation was just terrible.

The Project Manager reported further that speed of traffic on the turnpike was giving some concern, that it seemed to be stepping up in excess of 65 miles per hour. He said that the Ohio State Highway Patrol was aware of the problem and that the Commission staff and the Patrol were working on it together. He said that it was planned to make radar-speed studies to determine just how serious the problem might be. He said that when the studies had been made he would be in a position to make recommendations.

General Beightler asked whether any beautification work was being carried on in the plazas. The Project Manager said that no beautification work was being done in the service plazas. He said that there was a plan for beautifying the front portions of the service plaza but that its execution was awaiting possible alterations of the parking lot. He said that the Commission's landscape engineer had completed a very comprehensive plan for mowing operations and had completed plans for landscaping around the Berea Administration Building. He said that approximately one thousand dollars would be spent on shrubbery for the turnpike side of the building.

Mr. Teagarden said that the reports of the Executive Director and the Project Manager had indicated that considerable attention had been given to the restaurants and not enough attention to the gasoline service. He said it might be well to follow up the reports and made sure

that more attention was given to the service stations. The Project Manager said that only a very few letters of complaint about the service stations had been received, that his report on the service stations was the result of his own observations and statements by people who had used the turnpike.

The Director of Information and Research reported that his department was continuing to develop both commercial vehicle and passenger vehicle traffic. He said that Paul C. Rief of the department was calling on operators of trucks and Mr. T. Blair Willison, Jr. of the department was calling on the larger automobile clubs. He said that Mr. Willison had visited automobile clubs in St. Louis for Missouri, in Chicago for Illinois, and in Detroit for Michigan and was scheduled to go to automobile clubs in Baltimore for Maryland, in New York City for New York State, in Philadelphia for Pennsylvania, in Washington for the District of Columbia. He said that these visits had proved very productive of cooperation by automobile clubs and by travel bureaus operated by petroleum companies. He said that Mr. Willison made it a practice to call upon travel editors of metropolitan newspapers of cities visited.

The Director of Information and Research reported further that his department was cooperating with the department of information of the Indiana Toll Road Commission in exchanging information useful to toll collectors on the two turnpikes in answering questions of travelers about these turnpikes.

Resolution No. 51-1956 ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 51-1956.

"WHEREAS the executive director, deputy executive director, assistant to the executive director, chief engineer, assistant chief engineer, general counsel, assistant general counsel, assistant secretary-treasurer, comptroller, chief, right-of-way department, the director of information and research, and the director of administrative services 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 July 10, 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.

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 12:18 p. m.

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

Approved
John Diller
Asst. Secy. - Treas.

A. J. Allen, Secretary-Treasurer.