

MINUTES OF THE ONE HUNDRED FIFTEENTH MEETING  
April 30, 1957

Pursuant to bylaws, the Ohio Turnpike Commission met in special session at its headquarters in the Berea Administration Building in Berea, Ohio at 10:00 A. M. Eastern Standard Time on April 30, 1957 with the key members of its staff, representatives of the Consulting Engineers, of Fiscal Counsel, 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: Teagarden, Beightler, Chastang, Shocknessy.

Absent: Director of Highways.

The Chairman announced that a quorum was present.

The Chairman said that the meeting was a special meeting called for 10:00 A. M. Eastern Standard Time on April 30, 1957 by the Chairman pursuant to the provisions of the Commission's bylaws. He said that all members of the Commission had answered present except the Director of Highways. The Chairman said that he had a letter on the stationery of the State of Ohio Department of Highways addressed to the Chairman of the Commission which he read for the record. The letter follows:

April 25, 1957

"Honorable J. W. Shocknessy, Chairman  
Ohio Turnpike Commission  
Huntington National Bank Building  
Columbus 15, Ohio

Dear Mr. Shocknessy:

"Many thanks for advising me of the next Turnpike Commission meeting on April 30. I regret that I cannot attend this meeting due to a speaking engagement. However, I shall look forward to attending your next meeting.

"Best wishes.

Very truly yours,  
/s/ Charles M. Noble  
Secretary to the Governor

The Chairman said that he had talked to Mr. Noble on the telephone and that Mr. Noble had said that he had not been able to cancel his speaking engagement after the meeting of the Commission had been called, and that he would attend the following meeting. The Chairman said that it was a regret to the Commission that Mr. Noble, whom the Commission members had known long principally as Chief Engineer of the New Jersey Turnpike Authority, was not able to be present. He said further that he had no doubt that Mr. Noble from his vast experience would be able to make a very valuable contribution to the Commission and a contribution which of course the Commission would gladly receive and be very respectful of. He said that Mr. Noble had had a rich experience as Chief Engineer in building the New Jersey Turnpike just as the Commission's former Chief Engineer, Mr. T. J. Kauer, had had in building the Ohio Turnpike. He said that he was sure just as Mr. Kauer always had been very valuable to the Commission so Mr. Noble would be.

The Chairman said further that he would like to advert to something that had been discussed at the meeting of the Commission in December 1956. He said that in December when the Commission had met in Columbus there had been some little anxiety among its employees lest the imminent change in the state administration constituted a threat to the security of their positions and to the security of the Commission. He said further that at that time he had said that he had no apprehension about the security of the Commission's employees, or about the security of the Commission in pursuance of all proper purposes insofar as that security might be threatened by a change of administration. He said further that he had known the incoming Governor long and well and favorably and that he knew of no reason to expect any less considerate treatment from the incoming Governor than the Commission had received from the outgoing Governor. The Chairman said that he could say after an experience of three months that the words he had uttered in December in behalf of all the Commission with respect to the advent of a new administration had been fulfilled as prophecies of good augury. He said that Governor O'Neill had indicated by word and deed consideration of the Commission and respect for its purposes and for its personnel. The Chairman said that indeed when he said the Governor had by deed indicated respect for its personnel he could document that respect by the fact that numbers of men who formerly worked for the Commission had been absorbed into the Department of Highways of the administration in Columbus. He said that the man who was mentioned usually as in charge of the so-called Task Force of the Department of Highways was Mr. Ralph J. Lehman who had spent several years with the Commission and had been its Chief Engineer for a while. He said that most of the persons whom Governor O'Neill had appointed from those who had worked for the Commission formerly, had been separated

from the Commission by the move from Columbus to Berea but some, notably Mr. Lehman, had gone direct from the Commission to the Department of Highways. The Chairman said further that just as he had said to the then Executive Director in December that he should tell his employees that they need have no concern about the security of their positions because of the change of administration he said to the Executive Director, Mr. C. W. Hartford, that the record spoke for itself. He said that there had been no attempt, oblique or otherwise, by Governor O'Neill's administration to seek any favor or any advantage from the Commission. The Chairman said that he had sat often at Commission meetings and had praised Governor Lausche and had said many times that it was to his everlasting credit that he had never sought advantage in the procurement of goods or personnel by the Commission. He said that he could say the same for Governor O'Neill at that time so that he was sorry that Governor O'Neill's representative was not in attendance but in his absence he had made that statement to the Commission and for the record of what its experience had been in the recent months. The Chairman said that the State of Ohio could be proud to know that the Commission and its activity, which had been one of Ohio's most important ventures, had had the respect and would seem to have the confidence of the current Governor as of his predecessor.

The Chairman said also that since the last meeting of the Commission Mr. Charles J. Chastang had been confirmed by the Ohio Senate as a member of the Commission. He said that Mr. Chastang had the singular advantage of members of the Commission of having been appointed by two Governors.

A motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the minutes for the meeting of December 11, 1956 and for the meeting of January 22, 1957, 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 present responded to roll call. The vote was as follows:

Ayes: Teagarden, Chastang, Beightler, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman reported that at the end of 11 months the interest on Ohio Turnpike revenue bonds due June of 1957 was available and that

it was significant that no May revenue was going to be required for the June interest. He said that a year before one of the anxieties that the Commission had had was about the interest for June of 1957. He said that the Commission had been deeply concerned after the bad revenue experience that it had had in the winter of 1955 and 1956 that it might be in trouble for interest in June of 1957. He said that the Commission had known that there was no trouble about the interest for December of 1956. He said that it appeared that the Commission's revenue for the month of April 1957 would be about \$1,350,000 of which approximately \$415,000 would be from commercial vehicle toll and that the latter figure was about 50 percent more than the commercial vehicle toll revenue for the same month of 1956 but that it was less than for the month of March 1957 for the reasons that the month of April was one day shorter than March and the Easter holiday had intervened in April and in a measure reduced the commercial vehicular traffic.

He said that pleased as the Commission was with the record which was being made by the Ohio Turnpike from day to day with respect to the increase in its revenues over the previous year, it remained that the revenues were pleasing to it because it had learned from experience, sad and bitter, that the estimates made by the revenue engineers were not reliable. He said that the estimates were the ones upon which the Commission had based its financing and that its experience about which it boasted still was not equal to the prophecy. He said he used the word prophecy advisedly because he was of the firm opinion that the report of the revenue engineers was more of a prophecy than it was a document entitled to the reverence of sound thinking. He said that the revenues assured the payment of the Commission's fixed expenses but left something to be desired as compared with requirements of the years ahead. He said that The New York Times had said on the 7th of April 1957 and a lot of Ohio papers had picked up the same story, "Ohio's 241-Mile toll road from Petersburg to the Indiana line is operating well enough to cover its bonded debt but not much more than that. Actual net revenues for 1956 fell short of projection by over 38%, though net income for the first two months of this year is up over last year by almost 37%." The Chairman said that he would digress to point out that that's what he meant when he said he compared experience with prophecies. He continued to read from The New York Times article as follows: "Again overoptimism on the number of trucks that would use the road is evident. The engineers guessed that 44% of traffic volume would be commercial but current truck figures are a bit over 24%." The Chairman said that current truck figures might not be up to the estimate of the engineers but they were most consoling but that as was well known to the Commission and to everybody the Commission operated under a bond indenture which was a very detailed direction and compulsion.

The Chairman reported further that in a letter from Fiscal Counsel, (Squire, Sanders & Dempsey), addressed to the Chairman under date of February 8, 1957, the following paragraph appeared:

"Section 501 of the Trust Agreement contains a covenant of the Commission that such a request will be made 'if the total amount deposited to the credit of the Sinking Fund in any fiscal year shall be less than the amount set forth' in a previous paragraph of the section, namely, an amount not less than 'the principal and interest requirements' for such fiscal year plus an amount as a reserve of not less than twenty per centum of such year's principal and interest requirements, after providing for the payment of current expenses and deposits to the credit of the Reserve Maintenance Fund of certain amounts.

"The principal and interest requirements are defined in Section 101 of the Trust Agreement as (i) the amount required in each fiscal year for paying the interest on all bonds outstanding which shall become due and payable in such year and (ii) certain fixed principal amounts according to the schedule set forth. For the fiscal year 1956 no principal amounts were set forth, while the amount required for paying interest becoming due and payable in that year was \$10, 595, 000. The additional twenty per cent reserve would be \$2, 119, 000 making a total of \$12, 714, 000.

"We have ascertained from Mr. Soller that the total amount deposited to the credit of the Sinking Fund in the fiscal year 1956 was \$10, 482, 285. 93.

"Accordingly, it is our opinion that the Commission is obligated by the covenant of Section 501 of the Trust Agreement to make request of the consulting engineers, before the 15th day of February, 1957, to make their recommendations as to a revision of the schedule of tolls.

"Copies of such request are required to be filed with the Trustee and mailed to the principal underwriters, and copies of the recommendations are to be similarly mailed. "

The Chairman reported further that accordingly a letter had been sent to the Consulting Engineers (J. E. Greiner Company) under date of February 12, 1957 and signed by the Chairman. He read from the letter as follows:

"Pursuant to the provisions of Section 501 of the Trust Agreement between Ohio Turnpike Commission and The Ohio National Bank of Columbus as Trustee, et al. dated June 1, 1952, request is hereby made

that your firm make recommendation as to a revision of the schedules of tolls, if any, for the reason that the total amount of moneys deposited in the Sinking Fund created by Section 507 of said Trust Agreement in the fiscal year 1956 was less than provided to be deposited by subparagraph (c) of said Section 501 in such fiscal year. "

The Chairman reported further that subsequent to February 12 there had been some correspondence with the Consulting Engineers and on April 1, 1957 Mr. John J. Jenkins, Jr., a partner of the J. E. Greiner Company, had been in Columbus and had had with him at that time Mr. Samuel P. Brown of Coverdale and Colpitts, a traffic engineering firm in New York City. He said that Mr. Jenkins had advised the Chairman, who at that time had been accompanied by those members of the Commission who lived in Columbus, Mr. Chastang and General Beightler, and the Executive Director, the Comptroller, and the Director of Information and Research, that he recommended that the Commission approve the employment of the firm of Coverdale and Colpitts to make a study of Class I rates of the Ohio Turnpike schedule of tolls. He said that a restudy of Class I rates had not been made at the time that the previous restudy had been made by Coverdale and Colpitts. The Chairman asked Mr. Jenkins whether that had been his recommendation. Mr. Jenkins replied in the affirmative.

The Chairman reported further that in pursuance of Mr. Jenkins' recommendation that a study of Class I rates be made the Executive Director had authorized Mr. Jenkins to proceed with the study and that accordingly a restudy from the Commission's standpoint was being made of the rates charged under the schedule for vehicles in Class I. The Chairman said that he made no prediction about the result of the study. He said further that it was his personal view that an increase of a couple of mills would be acceptable and would not have any adverse effect on the traffic and if the report would so recommend and if the report could be adopted and the new schedule made effective then the Commission would greatly benefit from the summer traffic, a large portion of which was cross state. He said that an increase of a couple of mills would make the difference between the existing toll of \$3.00 across the state and approximately \$3.48 or \$3.49 and would produce around \$1,300,000 annually. He asked the Comptroller just how much such an increase might produce for the remainder of 1957. The Comptroller replied that that had not been figured.

The Chairman reported further that in 1957 the Commission had a Sinking Fund requirement of \$600,000 and that based upon its 1956 experience it would have had just barely \$600,000 because its net profit in 1956 was about \$600,000. He said that in addition to the interest the Commission's redemption requirement for 1958 was \$1,300,000 and for

1959 was \$2,100,000. He said further that in addition to that the Consulting Engineers had recommended a maintenance reserve of approximately \$1,378,000 for the year 1957. He said that that meant that in the year 1957 the Commission must produce the \$600,000 for the Sinking Fund, \$1,378,000 for the maintenance reserve fund, and the 20 per cent of principal and interest - \$10,595,000 - requirement provided in Section 501 of the Trust Agreement plus operating expenses. He said that it was just a matter of plain arithmetic that further income in the ensuing years was required and that he made his statement with the forthrightness that usually characterized the Commission. He said that he hoped the statement was understandable because he wanted to be understandable and he wanted to be understood. He said that he was willing for any member of the press to rise and ask any question he chose and that one of the members of the Commission would answer.

Mr. Robert Bordner of the Cleveland Press asked how much money the Commission needed.

The Chairman replied that in 1956 the Commission had had approximately \$600,000 as profit. He said that in 1957 the Commission must meet a Sinking Fund provision of \$600,000 plus 20 percent, an interest requirement of \$10,595,000 plus 20 percent, a maintenance reserve requirement of \$1,378,000, and the annual budget of operations. Mr. Bordner said that the \$1,378,000 maintenance reserve was new in 1957, that it was not in existence in 1956. The Chairman said that the Commission had to provide a maintenance reserve for possible improvement, that if the Commission should have to replace anything it was going to have to pay for it from the Reserve Maintenance Fund. He said that the most important thing the Commission had was the Reserve Maintenance Fund. He said further that the \$1,378,000 was perhaps the highest amount the Consulting Engineers would likely ever recommend. At this point Mr. Jenkins nodded his head.

Mr. Wilson Hirschfeld of the Cleveland Plain Dealer asked what the Commission would do about short rides. The Chairman replied that he did not yet know. He said that he had forgotten to say that the Commission was paying \$13,600 for the report which the Consulting Engineers were obtaining from Coverdale and Colpitts.

Mr. Lowell Bridwell of the Ohio Scripps-Howard Bureau asked what the operating budget for 1957 was. The Comptroller replied that it was \$4,655,000.

Mr. Bridwell asked whether the Commission was thinking of a flat rate increase or whether thought was being given to a variable rate. The Chairman replied that he could not give the answer to that. He said

that Coverdale and Colpitts had been known to recommend variable rates and that certainly in the case of commercial vehicles he would understand they might. He said further that he would have to be persuaded that variable rates would be desirable for passenger car operators. He said that he was not ever one who could not be persuaded by experts but that he was rather of the opinion that it was worth about the same to a person who lived in Youngstown to travel a few miles as it was to a person who lived in Toledo, that it was pretty hard to make a difference between them.

Mr. Bridwell asked whether the engineers had indicated that the same factors Coverdale & Colpitts had applied to commercial vehicles would be applied to passenger cars. The Chairman replied that that was not indicated. He said that the Executive Director had authorized the Consulting Engineers to make a study of rates in Class I and that the Consulting Engineers had then said that they would have to hire someone experienced in traffic engineering. He said that the Commission had agreed to that and that the Consulting Engineers had hired Coverdale & Colpitts and that Mr. Sam Brown of that firm would have the results of the study ready in May. He said that he would expect the report on the Class I study to be presented to a committee recently appointed called "Committee on Budget and Finance" with Mr. Chastang as chairman and that he expected the Committee to analyze the recommendations as they would come from the Consulting Engineers and recommend to the Commission so that the Commission might consider the recommendations. The Chairman said that he did know that with all the increase in traffic that the Commission was getting the Commission in ensuing years still was going to need more money and that the money could not come from taxes, it was going to have to come from revenue.

Mr. Richard Ellers of the Warren Tribune Chronicle asked if the Commission had a target date for the increase. The Chairman replied that if he were to have a target date he would be thinking of Memorial Day.

The Chairman said that one of the most important things the Commission had to do in public affairs was to let everybody know exactly what it meant to do.

The Chairman reported further that since the last meeting the Chairman of the Commission had appointed, on March 18, a Committee on Budget and Finance. He then read for the record the following letter from the Chairman of the Commission to Mr. Chastang under date of March 18.



"Dear Mr. Chastang:

"Your letter of March 11 and Mr. Soller's reply of March 15 when read together suggest that it might be a good plan for the Commission to have a Committee of the Budget which would be charged with the preparation, supervision and coordination of the annual budget and any other budgets of finance, revenue or operation which the Commission prepares pursuant to direction of law, the indenture or to any of its own legislation. Accordingly, therefore, there is hereby established a Committee of the Budget under your chairmanship composed, in addition to you, of the Executive Director, the Comptroller and such other persons whom you may choose, not exceeding five in all, with the J. E. Greiner Company and Squire, Sanders & Dempsey as special advisers. The committee will be charged with the responsibility of the preparation, supervision and coordination of the annual budget of the Commission and any other budgets or programs of finance, revenue or operation which the Commission prepares pursuant to direction of law, the indenture or to any of its own legislation. It is hoped that you will find it convenient to serve as chairman of the Committee of the Budget and to advise the Chairman of the Commission as soon as possible whom you have chosen as its members in addition to those hereby appointed and it is hoped also that you will convene the committee promptly so that it may assume its responsibilities."

The Chairman then read Mr. Chastang's reply to the Chairman under date of March 21, 1957 as follows:

"I have your letter of March 18th in which you advise that, as Chairman of the Ohio Turnpike Commission, you have established a Committee of the Budget and that I have been appointed Chairman of such Committee. I also understand that the Executive Director and the Comptroller of the Commission have been named as members of the newly established Budget Committee and I, as Chairman of the Committee, hereby appoint Russell S. Deetz, Deputy Executive Director, and L. G. Byrd, Acting Maintenance Engineer, of the Commission members of the Budget Committee. I also note that you have named the J. E. Greiner Company and Squire, Sanders & Dempsey as special advisers to the Budget Committee and, undoubtedly, I will request General Counsel to attend meetings of the Budget Committee."

The Chairman reported further that since the last previous meeting of the Commission the building at 139 East Gay Street in Columbus which had previously served as the headquarters of the Ohio Turnpike Commission had been acquired by the State of Ohio and was housing the so-called Task Force headed up by the former Chief Engineer of the Commission. He said that it was a matter of some satisfaction to

the Commission to know that the building which it had originally conceived to be utilized for the construction not only of the first turnpike but of a second one would be used in the construction of what he referred to as the Ohio Thruway as distinguished from the Ohio Turnpike.

The Chairman reported further that prior to the last previous meeting the County of Cuyahoga had paid the Commission \$108,000 which had been owing it for some services rendered in the construction of additional widths on county roads crossing the turnpike.

The Chairman asked whether anybody wanted to ask any questions. No questions were asked. The Chairman asked Mr. Jenkins if he were satisfied with what had been said with respect to the study of Class I rates and his statements generally which would be in the record to the newspaper men with respect to the requirements and study. Mr. Jenkins replied in the affirmative. The Chairman asked Mr. Henry J. Crawford of Fiscal Counsel if he were satisfied, if he wanted to add anything to what the Chairman had said. Mr. Crawford replied that he did not think anything should be added. The Chairman asked General Counsel if he were satisfied. General Counsel replied in the affirmative. The Chairman said that the Chairman's report would be received as offered.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last previous meeting regular reports had been sent to all members covering financial statements, traffic and revenue and investment transactions. He said that in addition, the drafts of the minutes of the meetings held December 11, 1956 and January 22, 1957 had been sent on March 5, 1957 and March 22, 1957 respectively. He said that on March 21, 1957 a report on comparative operating expenses for the first two months of 1957 and 1956 had been sent to all members. He said that a budget report for the first quarter of 1957 and a first quarter report on concessionaires' sales were ready and would be sent to all members.

The Assistant Secretary-Treasurer reported further that the consolidation of the Columbus and Berea offices with the consequent reduction in personnel had made certain office equipment surplus. He said that between the middle of February 1957 and the latter part of March, various office furniture and office equipment had been sold to the Korean Conflict Compensation Fund. He said that total billings had amounted to \$4,396 and that that had all been paid. He said that among other things the Fund's purchases had included 37 desks.

The Assistant Secretary-Treasurer reported further that during April 1957 other items of surplus office equipment had been sold

to the Department of Highways. He said that the Department's purchases were more of office equipment than furniture and had included nine typewriters. He said that the Department's billings had totaled \$3,828. He said that there still were a few items which were considered surplus and that those would be sold if and when sales could be arranged at proper prices. He said that sales to the Korean Conflict Compensation Fund and to the Department of Highways had been made at 60 percent of the Commission's original cost.

He said that the Commission had received a check in the amount of \$4,700 from Continental Assurance Company as a refund on group insurance premiums for the year ending February 1, 1957. He said that the refund was due to favorable experience on the group life portion of the coverage. He said that it was intended to use the money to pay the group life premiums during the months of May, June and July 1957, both the Commission's share and the employees' share. He said that consequently no deduction for group life insurance would be made from the employees' wages for those three months.

He said that the previous week the annual physical inventory of all maintenance supplies and materials had been taken. He said that employees of the Accounting and Auditing Department had worked with the maintenance clerks and had made spot checks of the latter's counts. He said that representatives of Peat, Marwick, Mitchell & Company and of the Auditor of State's office had been present for part of the verification. He said that preliminary reports indicated that inventories were being well kept.

The Assistant Secretary-Treasurer reported further that during April 1957 the construction part of the Revolving Fund had been closed out and that that \$10,000 had been returned to the Trustee for the credit of the Construction Fund. He said that the existing Revolving Fund consisted of \$3,000 from revenue and that that account was being transferred to the Berea Office of the Union Commerce Bank.

The Assistant Secretary-Treasurer reported further that through inadvertence he had failed to advise the Commission at the last previous meeting that in the last week of December 1956 it had received a check from Cuyahoga County in the amount of \$108,154.80 as payment, in accordance with agreement, for additional widths built into the county roads crossing the turnpike.

The Chairman said that he had a very nice letter of commendation for the Ohio State Highway Patrol from a Mr. Charles B. Myers of Steubenville, Ohio who had had trouble on the turnpike. He read an excerpt as follows from the letter, which was addressed to the Commission under date of April 21, 1957:

"Today, on our way back from Detroit, we blew out a tire. One of your men stopped and in a very gracious manner, tried to help figure out the internal workings of a very complicated tire jack. Neither he or I had ever operated one of these monsters. Between us we managed.

"This incident happened on the eastern part of the turnpike and I was very much impressed. "

General Beightler as Chairman of the Committee on Service Plazas submitted the following report of the Committee.

"On December 21, 1956, you directed the reconstitution of the Committee on Service Plazas, and designated me as Chairman. At the meeting of the Commission on January 22, 1957, I reported on the activities of the Committee to date. Meetings of the Committee had been held on January 4, 9, 18 and 21, 1957, a resume of which were reported to the Commission. At that time I informed the Commission that the Committee would continue its surveillance of restaurant operations on the Turnpike in accordance with an outline of studies I indicated in a letter to the Members of the Committee dated December 26, 1956, to include the following:

- a) Quality of food, service, sanitation and pricing.  
Public reaction to same.
- b) Profit and loss operations.
- c) Cooperation on part of concessionaires.
- d) Management and employees.
- e) Conclusions and recommendations.

"Early this year the Committee asked for financial statements from the three (3) restaurant concessionaires. Two (2) concessionaires complied with the request but the third, the Olympic Commissary Company, neither responded to the request nor was the Committee able to contact any responsible officer of the company by letter, telephone or telegraph. At least we couldn't get any reply. On February 20, 1957, the Executive Director, Vice-Chairman of the Committee, advised the Olympic Commissary Company that it had definitely demonstrated a lack of cooperation, and stated that he expected an operations report within five (5) days. Finally, on March 7, 1957, eight (8) days late, a financial statement was received.

"While Committee activities were not confined to investigation of Olympic Commissary Company operations, it soon became apparent that immediate corrective action was necessary in the case of this operator.

"At the meeting of the Committee on January 21, 1957, as Chairman, I directed a continuing study of operations by the Committee, all Members of which are heads of Commission Operating Departments, and also advised the Executive Director to call in any concessionaire and give him final warning if operational deficiencies were not promptly corrected.

"The next official meeting of the Committee on Service Plazas was held in Columbus on March 12, 1957. It was concluded at that meeting that the Olympic Commissary Company had shown no permanent improvement during the nearly eighteen (18) months of operations on the Turnpike and, in fact, had retrograded during that period.

"From inspections and observations it was apparent that this company has had internal management problems which have contributed to operations which were unacceptable to the Committee and to the Commission. (Actually, the company has changed General Managers several times since the first of this year, all by reshuffling members of the family controlling the firm. On January 1, 1957, the General Manager was Mr. John McCammon. On or about January 8, 1957, he was replaced by Mr. Leo Sullivan, who continued to direct the Ohio operations until April 10, 1957, when Mr. J. J. McDermott became General Manager. At our Committee meeting on April 26, 1957, we were informed that a Mr. L. M. McDermott was being named as General Manager, effective that date.)

"The Committee, therefore, agreed that notice of failure to conduct operations in accordance with the provisions of the contract should be served on the Olympic Commissary Company. This was done on March 13, 1957, and the operators were given thirty (30) days in which to correct the listed shortcomings, seven (7) of which were enumerated. They were as follows:

1. You have not conducted your operations of the six restaurants under your control in accordance with the highest standards of management for restaurants.
2. You have failed to conduct your restaurant operations with the objective of serving the traveling public in the best possible manner.
3. You have failed to win public esteem for your company, your food, your services and products, and for Ohio Turnpike Project No. 1.

4. You have failed to keep continuously clean that part of the building and the part of the entire service plaza on your side of the dividing line, appearing on the plan for division of cleaning and housekeeping responsibilities set forth in Exhibit 'B' of the contract.
5. You have failed to provide speedy and convenient handling of patronage at your restaurants during all of the twenty-four hours of the day required under your contract.
6. You have failed to keep on duty at all times a sufficient number of persons to insure speedy and efficient service to patrons.
7. You have failed to have available responsible officers and records for the purpose of consultation with the commission's duly authorized personnel, when such conferences were sought for the purpose of rectifying conditions constituting long-continued flagrant violations of your contract. Since January 9, 1957, your President has on one pretext or another refused and postponed meetings urgently requested by the commission's executive director in an effort to correct and improve existing conditions.

"After service of notice to the Olympic Commissary Company, an accelerated program of inspections was set up by the Committee Members, together with other employees on the Commission staff. At the meeting of the Committee on April 8, 1957, it was the unanimous opinion of the Committee that there had been no noticeable improvement in the operations of this company since service of the notice on March 13, 1957.

"On April 19, 1957 a meeting of the Committee was held at Berea to consider the action which the Committee felt the Commission should take on the Olympic contract. It was concluded that an opportunity would be afforded the company to appear before the Committee and present its defense of the criticisms made. Accordingly, a meeting of the Committee was scheduled for 1:00 p.m., Friday, April 26, 1957.

"Mrs. J. Lawrence McDermott, who had been named Executive Vice President of the company sometime this year, and Mr. Rex Jones, Comptroller, were present at the April 26, 1957 meeting as company representatives. When questioned as to why the President of the company was not present for their very important meeting, no satisfactory explanation was made. I might add that the company President has in the past avoided meeting with Commission representatives.

"Mrs. McDermott has been in Ohio for some weeks trying to improve company operations. Mr. Jones, the other company representative present, presented the Olympic case and it was quite apparent that he was well

informed as to their operations even though he has not been actively on the Ohio Turnpike.

"Mr. Jones informed us that a change in management was being made that date - another McDermott - and that the restaurant consulting firm of Horwath & Horwath had been employed to study the Olympic operations and make recommendations for improvements where indicated. Actually, a representative of Horwath & Horwath has been on the turnpike for several weeks making this study. The company was also attempting to better its service by the employment of a lady to train waitresses. Nothing else of consequence was submitted by the company representatives.

"The Committee, in session following the meeting with the Olympic representatives, was unanimous in its opinion that no positive and assured improvement in operations is in evidence. In 1956 the Horwath & Horwath firm made a survey for the Olympic Commissary Company, following which there was some slight improvement in operations. It was not long, however, before the situation again deteriorated, and in fact, became even worse in early 1957. It is probable that the Olympic Commissary Company can supply satisfactory restaurant services of a type with which it has had experience in the past, but it seems to be lacking in organization and 'know-how' for operating restaurants of the high caliber expected by Turnpike patrons. The Committee does not think the Ohio Turnpike Commission should continue to accept mediocrity in restaurant operations.

"The Committee, therefore, decided it would recommend to the Commission:

1. That the Olympic Commissary Company be advised that in recognition of its efforts to assign its contract to a nationally recognized restaurant operator acceptable to the Commission the Commission will not today utter the cancellation notice provided pursuant to the contract's terms.
2. That in the event of Olympic's failure to accomplish an acceptable arrangement as hereinabove mentioned the Commission proceed to cancel the contract pursuant to its term."

General Beightler reported further that he had attached to the Committee's report for the information of the several members of the Commission copies of the minutes of meetings held by the Committee. He reported also that the Commission, through the Chairman, had retained the law firm of Squire, Sanders & Dempsey as special counsel in the matter of the Olympic Commissary Company. He said that Mr. John Lansdale, Jr., of the law firm had consulted with the Committee and that it was intended that Mr. Lansdale pursue the two recommendations of the Committee if the Commission should agree with them.

The Chairman, General Beightler, Mr. Chastang, and Mr. Teagarden each said that they agreed with the recommendations of the Committee.

General Beightler said that the Committee expected to give Olympic Commissary Company two weeks to assign its contract with the Commission but that no specific time had been set. He said also that the Committee was going to continue the checking of not only the operations of Olympic Commissary Company but of the other restaurant concessionaires as well. He said that the others had shown some improvement but that the Committee still was not satisfied with their operations. He said the Committee and the Commission would not accept mediocrity in performance. He said that the Commission had to have something that was outstanding in the way of restaurants and that the Commission was going to have it.

The Chairman said that if it should appear before the Commission should meet again that the outright notice of cancellation should be given, the Committee should proceed to have the notice given without waiting for the Commission to meet again. General Beightler said that the Committee would be happy to do that if General Counsel would advise the Committee that it had that authority. General Counsel said that the contract with Olympic Commissary Company provided that anything done under the contract by the Commission might be done by such persons, corporations, or firms as the Commission might designate. The Chairman said that what was wanted was to leave the question of a cancellation open until Olympic Commissary Company could have an opportunity to negotiate with firms suitable and acceptable who might take over the contract. He said that what the Commission was doing with respect to the Company was notice of what the Commission was willing to do to anybody who did not perform for the Ohio Turnpike. General Counsel said that there was no question that the Commission could always ratify the actions of its own agents or employees.

The Chairman said that his letter to Mr. Chastang appointing a Committee on Budget was amended so as to call the committee "The Committee on Budget and Finance."

Mr. Chastang reported for the Committee on Budget and Finance that on April 18, 1957 at the Berea Administration Building the Committee had reviewed the records on the operating budget and that in his opinion the records had been quite adequate as to expenditure based upon budget. He said that the Committee had found that because of seasonal expenditures and unforeseen requirements it was not possible to break down a budget by months as he had hoped would be possible to do. He said that it might in the future be possible to have a budget that could be broken down by quarters. He said that the budget had been adopted in September 1956 on a preliminary basis and adopted finally in December 1956 so that the budget had not been



based upon a real experience in operating the turnpike. He said that the Committee expected that in the future it would be possible to prepare either a monthly budget or a quarterly budget. He said that the staff of the Commission through the use of graphs and charts endeavored to estimate monthly whether or not expenses were being kept within the budget. Mr. Chastang reported further that in his opinion the Commission was within the budget with the exception of two items. He said that one item which had not been included in the budget was the salary and hourly wage adjustments granted toll collectors and maintenance employees in November 1956 after the preliminary budget had been adopted. He said that the other item was the \$13,600 expenditure authorized for the study of Class I tolls by Coverdale & Colpitts.

Mr. Chastang asked Mr. Jenkins to submit to the Committee at the first opportunity the report on the study of Class I tolls so that the Committee could prepare a report of the study to the Commission.

The Chairman thanked Mr. Chastang for the report of the Committee on Budget and Finance.

The General Counsel reported that since the last previous meeting of the Commission he had forwarded to the members the usual quarterly report of pending cases for the quarter ending March 31, 1957. He said that since that time three of the cases listed had been dismissed without cost to the Commission. He said that the case in the Court of Appeals of Lichter versus Land Title Guaranty & Trust Company and the Commission had been affirmed by the Court of Appeals in March 1957 and that appeal had then been taken by Lichter to the Supreme Court of Ohio by a motion to certify had been filed. He reported further that a matter that had involved considerable time of the legal staff had been a hearing before the Board of Tax Appeals on the question of tax exemption of the service plazas including the service stations and restaurants built by the Commission. He said that County Auditors of four counties through which the turnpike ran had filed exceptions to the Commission's application for exemption. He said that the matter had been heard by the Board of Tax Appeals on February 13, 1957 and that on March 25, 1957 the Board of Tax Appeals had found that the Commission's service plaza real estate and other real estate of the Ohio Turnpike was not subject to taxation. He said that an appeal to the Supreme Court of Ohio had been filed by the County Auditor of Cuyahoga County. He said that the Commission therefore was in the Supreme Court on the matter on its merits and that it would be heard on the record before the Supreme Court. He said that that was why the hearing before the Board of Tax Appeals had been extremely important and why it had been necessary to have as witnesses at the hearing the various department heads of the Commission who had spent considerable

time on the matter. He said that the decision of the Board of Tax Appeals was unanimous and that in a statement reported in a Columbus newspaper on March 25, 1957 one of the members of the Board of Tax Appeals had said that the Board could not decide it any other way.

The Chairman said that any pending legislation to remove the exemption of the real estate from taxation was unconstitutional. He said that the Ohio Turnpike revenue bonds are bonds of the State of Ohio, that they are not general obligations they are payable out of certain rather than general revenues but that they were bonds of the State of Ohio. He said that the State of Ohio authorized their issue under the existing laws and had said that the real estate into which the funds from sale of the bonds might flow would be tax free. He said that the Supreme Court of Ohio had said before the revised code had been adopted that Sections 1201 through 1221 of the General Code of Ohio were a constitutionally valid enactment.

The Chairman congratulated the General Counsel and his staff on their successes in the Lichter case and in the hearing before the Board of Tax Appeals.

The Executive Director reported that the committee selected to hear claims against the Commission had heard, since the last previous Commission meeting, four Contracting Engineers present their stories in connection with the claims they had filed against the Commission for stand-by time resulting from rescheduling of contract sections for bids and because of the so-called Shafer case. He said also that the committee had been negotiating with another firm of contracting engineers by mail and as a result of those negotiations the latter firm had waived its right with respect to claim for stand-by time. He said that the five contracting engineering firms had filed against the Commission claims totaling \$100,914.56. He said that although no agreement had been reached with four of the firms on final amounts, the committee was in final agreement with them that the maximum total amount of their claims would be no greater than \$63,447.63. He said that the committee then had before it the claim of S. J. Groves and Sons Company, contractors on construction sections C-60, 61 and 62, in the amount of \$1,597,810.37 and would consider the claim the next day. He said that the Committee on Claims was composed of General Counsel, Comptroller, Chief Engineer and Executive Director.

The Executive Director reported further that by reason of the transfer of the headquarters of the Commission from Columbus to the Berea Administration Building at Berea and the transition from a construction project to an operational project it had been possible to eliminate a number of the positions that had been necessary during construction. He said that the staff was preparing a new organizational chart and amendments to the by-laws

for consideration of the Commission.

The Executive Director reported further that he had recently advised the Members by correspondence that he proposed to make a number of staff changes and to appoint Eugene W. Meeker, Acting Chief Engineer, to the position of Chief Engineer of the Construction Department. He reported also that he had designated L. G. Byrd, the Acting Maintenance Engineer, as Maintenance Engineer. He said that he had a high regard for Mr. Byrd's ability and that Mr. Byrd had proven during the previous 12 months that he could handle the job well. He said that Mr. P. H. Smith who had joined the staff of the Commission in the summer of 1956 to help in the closing-out phase of the right-of-way acquisition had assumed the duties of Insurance Administrator. He said that in the proposed new organization chart the two functions would be combined in a new office of Supervisor of Insurance and Right-of-Way and that he had designated Mr. Smith to that office. He said also that he had designated Mr. Ralph L. Berry, the Acting Purchasing Agent, as Purchasing Agent and that in that capacity he would continue to act as Personnel Officer and Office Manager.

The Chairman said that he kept hearing that the Executive Director was going to be chief of the right-of-way section of the Department of Highways. He asked the Executive Director to tell the Commission what his intentions were. The Executive Director replied that his intentions were to stay with the Commission so long as the Commission would have him.

Resolution No. 10-1957 appointing Chief Engineer was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 10-1957

"RESOLVED that Eugene W. Meeker, acting chief engineer, be, and hereby he is, appointed chief engineer, effective May 1, 1957, to serve at his and the Commission's mutual pleasure, and that his compensation be at the rate of \$12,000 per annum."

General Beightler said that Mr. Meeker was a very worthy successor to his predecessors, Mr. T. J. Kauer and Mr. R. J. Lehman. He said that he had been impressed with Mr. Meeker ever since the latter had come to the Commission in May 1955. He said that prior to joining the staff of the Commission Mr. Meeker had been employed as chief contracting engineer with the Peter Kiewit Sons' Company while that company was building the atomic energy plant in Pike County, Ohio, and that prior to that Mr. Meeker had had vast experience in highway construction and had served some eight years as the Chief Engineer of the State Highway Commission of South Dakota.

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

Ayes: Beightler, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. He wished Mr. Meeker well. The Deputy Executive Director reported that Elton's Incorporated of Cuyahoga Falls, Ohio, which had operated the disabled vehicle service in zone 8 since the opening of the turnpike had requested to be relieved of its contract on March 1, 1957 for financial reasons. He said that the contract had been readvertised and that bids had been received and that an award of the contract had been made to Lyle Chevrolet Company of Cuyahoga Falls, Ohio. He said that the new contract became effective as of April 18, 1957.

The Deputy Executive Director reported further that forms for making application for license to operate truck safety patrols on the Ohio Turnpike had been prepared in final form by the Commission's staff and had been submitted to the members of the Commission for review and comment. He said that on April 24, 1957 the application forms had been mailed to all safety patrolmen, trucking companies, insurance companies and independent trucking safety patrols which had made inquiry indicating interest in operating such patrols on the Ohio Turnpike.

The Deputy Executive Director reported further that a second fire fighting training course for maintenance personnel would be conducted by the vocational division of the Ohio State Department of Education starting April 30, 1957. He said that eight schools would be held by May 8 under a schedule that would permit all maintenance personnel to receive eight hours of training. He said that the disabled vehicle garages would furnish junked automobiles to be set on fire so that realism might be had in training in fire fighting techniques.

The Deputy Executive Director reported further that lighting at 12 interchanges had been reduced and that studies of accident experience during hours of darkness at the 12 interchanges before and after the reduction had shown that there had been no accidents before the reduction and one minor accident after the reduction. He said that the accident had involved a rear-end collision at a toll plaza and had resulted in property damage of less than \$25 and had been caused when the driver, while coasting to a stop, reached to the floor of his vehicle to pick up his dropped wallet. He said that reduced roadway lighting had not been a factor in the accident. He said that for a one-month period reduced lighting had resulted

in a savings of \$1,243.47 in electric bills over the corresponding month of 1956. He said that although the program appeared successful the staff had undertaken a new study to determine the economic feasibility of burning all roadway lights until midnight and then reducing the lights in number by one-half for the rest of the hours of darkness.

The Deputy Executive Director reported further that another radar speed study had been conducted during the month of March 1957 and that by memorandum to each Member under date of April 10, 1957 the findings and comparisons with the radar speed study of August 1956 had been reported. He said that basically the report showed that traffic speed had been slightly on the increase but had remained well within the range of exceptionally good observance. He said that only 1.2 percent of the passenger vehicles had been found to be exceeding the speed limit of 65 miles per hour by more than five miles per hour and that only 1.9 percent of the trucks had been found to be exceeding the speed limit of 55 miles per hour by more than five miles per hour. He said also that the arrest and warning recapitulation of the Ohio State Highway Patrol's Turnpike Patrol for the month of March 1957 indicated that the Highway Patrol had apprehended in excess of 19 percent of the estimated number of drivers who had driven in excess of five miles per hour over the speed limit. He said that it could be concluded that District 10 (Turnpike Patrol) of the Highway Patrol had the speed situation on the Ohio Turnpike under control.

The Deputy Executive Director reported further that conferences had been held with specialists in the field of pest control with a view to alleviating the vexing fly control problem experienced at service plazas during the summer of 1956. He said also that one specialist, Dr. H. W. Wolf, chemist with The State Chemical Manufacturing Company of Cleveland, Ohio, who was also advisor to the government of Puerto Rico on such matters, had made a complete on-the-site analysis of the problem and had suggested a program to control and eliminate the presence of flies and other insects. He said that the program had been discussed with the three restaurant operators on the Ohio Turnpike and that each operator had expressed willingness to follow it.

The Deputy Executive Director reported further that the Ohio Turnpike safety record for the first quarter of 1957 stood at 1.4 fatalities per one hundred million vehicle miles of travel which could be compared with the corresponding 1956 ratio of 1.91. He said that early in 1957 there had been one hundred and four consecutive days without a fatal accident but that within the previous 11 days there had been an unfortunate series of three separate fatal accidents, each attributable to driver failures. He said that one accident on April 19, had involved a 72-year old man who had parked his automobile straddling both traffic lanes at mile-post 60 and had

stepped out of his vehicle and had walked around to the right side and apparently was standing on the shoulder when he was struck and knocked to the ground by a second automobile and then run over by a truck. He said that it was foggy at the time but that the reason why the man who had been killed stopped his car was not known since the car was in operating condition. He said also that the second fatal accident had occurred on April 22 at mile-post 81 when an automobile which was overtaking and passing a truck went into a skid and struck a guard rail. He said that the driver of the automobile had been killed. He said that the third fatal accident had occurred on April 25 at mile-post 231 when a truck struck the rear of another, moving truck. He said that the driver of the lead vehicle had been involved in a similar accident on December 9, 1955.

The Deputy Executive Director said also that the investigation of the third fatal accident involved lighting on the rear of trucks. He said that the beam candle power used in such lighting was not comparable to that used on passenger automobiles. He said that the matter of rear lighting on trucks was one of deep concern. General Beightler suggested that the inter-turnpike safety committee which had comprised representatives of the turnpike authorities of Ohio, New Jersey, New York, and Pennsylvania should be revived. He said that the committee had been studying the problem of rear lighting on trucks.

The Deputy Executive Director reported further that 96 picnic tables had been set out in the picnic areas at the service plazas and that another eight tables would be constructed and set out.

The Chief Engineer reported that the report prepared by a consultant on soils, Mr. Kenneth J. Jewell, of Columbus, on the peat swamp at mile-post 15 in construction section C-59 had been received on March 5, 1957. He said that a copy of the report had been furnished to the Consulting Engineers for its review and recommendation and that the recommendation of the Consulting Engineers had been received on April 29. He said that his office would review the report and that a recommendation would be prepared for submission to the Commission.

The Chief Engineer reported further that plans and specifications for use in asking for bids for installation of a supplemental water supply at Erie Islands and Commodore Perry service plazas had been substantially completed by Willard F. Schade Associates, contracting engineering firm. He said that the plans and specifications would be submitted to the Consulting Engineers for review in the near future. He said that the estimated cost of the installation which included four miles of pipe line and an additional well was something over \$160,000. The Executive Director said that a test well had been drilled. Mr. Jenkins said that from the reports he had seen it was pretty certain that a good source of water had

been located. The Executive Director said that obtaining water from the City of Clyde, Ohio would have involved acquiring the right-of-way for and building about three and one-half miles of pipe line.

The Maintenance Engineer reported that interspersed with snow and ice control activities during the first quarter of 1957 had been completion of several special projects in maintenance. He said that the projects had included the installation of new bridge handrails providing increased pedestrian protection on 26 structures in Mahoning, Summit, Cuyahoga, and Lorain Counties; the widening of sidewalks at the main entrances to service plaza restaurants from five to eight feet; installation of an additional light standard at each service plaza to illuminate the base of the building and a portion of the automobile parking area; and correction of an accident-prone condition at the entrance to the Glacier Hills service plaza by the addition of plant screening and super-elevation of the driveway.

General Beightler said he thought that the Commission should take prompt action on the pavement surfaces on some of the entrance ways to the service plazas.

The Maintenance Engineer reported further that major maintenance activities to be inaugurated in the near future included the application of center line and edge line paint on the pavement.

There ensued a general discussion of the advisability and desirability of applying edge lines to the pavement. The Maintenance Engineer said that in his opinion the traffic pattern had been appreciably improved by the edge lines applied in 1956. He said that under snow or fog conditions any little glimmer of edge line was certainly a help. General Beightler said that he thought the edge line did serve a useful purpose but that it was a very costly thing and that some turnpike authorities did use edge lines and some did not. The Maintenance Engineer said that he did not think that shoulders and pavement surfaces on the Ohio Turnpike had a sufficient color contrast to define the pavement edge under any adverse visibility conditions. General Beightler said that the Commission's entire striping program cost about \$125,000. Mr. Chastang commented that that was an annual expense and that there was a question in his mind whether edge striping was worth it. Mr. Jenkins said that whether or not edge striping could be justified on a dollar and cents basis, it certainly helped the driver as far as he was concerned. The Maintenance Engineer said that he believed that edge line contributed greatly to defining the edge of the pavement surface. Mr. Jenkins said that it would cost \$50,000 to do just the middle stripe and that that had to be done. The Maintenance Engineer said that the paint for edgestriping had been contracted for.

The Chairman said that the understanding was that there would be some work done on determining whether or not an economy could be effected. He said that the Commission recognized that every little decision it made could be awfully costly. He said that deciding not to do something could save money but that saving money was not always a justifiable thing. The Maintenance Engineer said that the center line would be applied first so that there would be a period of several weeks before the edge line painting would be inaugurated in any event. He said that during that time the matter of edge lining would be reviewed.

The Maintenance Engineer reported further that initial plantings for the landscaping of service plazas had been started in four pairs of plazas west of Berea. The Chairman said that he was very pleased. He said that the median strip he had seen was well covered with grass and that the slopes were generally good although the need for erosion control was evident on some of them.

The Maintenance Engineer reported further that specifications and contract documents had been prepared for asking bids for a contract for a chemical weed control program during the summer. He said that the program would be limited in 1957 to one thirty-mile maintenance section in order to obtain cost data and to make evaluations with sections where the conventional mowing program was in use.

The Maintenance Engineer reported further that major base failures in pavements at Towpath and Great Lakes Service Plazas during the late winter months when thawing had started had been repaired temporarily by the addition of crushed slag. He said that more lasting repairs would be performed as soon as weather would permit by spot replacement of base material plus general resealing of pavement surfaces with an asphaltic seal coat and stone or slag chips.

The Maintenance Engineer reported further that erosion problems still existed, primarily in Williams and Fulton Counties, and that a special undertaking would be developed in that area during the summer to complete the program which had been started in 1956. He said that there were some erosion problems in other areas but that they were very minor by comparison to what had been experienced in 1956.

The Chairman thanked the Maintenance Engineer for his report.

The Director of Information and Research reported that in the interest of promoting traffic for the turnpike the Department of Information and Research was attempting to persuade travel agencies to route traffic between St. Louis and eastern points over the Ohio and Indiana Toll Roads. He said



that the custom of the agencies had been to route people between St. Louis and eastern points via the Pennsylvania Turnpike to the New Stanton Interchange just east of Pittsburgh and then south to Route U. S. 40. He said that under the direction of the Commission's Traffic and Safety Engineer one of the Commission's toll collectors had driven the U. S. 40 route and also a route which would keep him on the Pennsylvania Turnpike, take him across the Ohio Turnpike and the Indiana Toll Road to the Valparaiso Interchange and thence south to Route U. S. 30 and west to Route U. S. 66 to St. Louis. He said that driving both routes under controlled conditions had revealed that the distance via the turnpike route was 154 miles longer than by Route U. S. 40 but that the driving time turned out to be nine minutes faster over the turnpike route. He said that the results of the survey would be presented to automobile clubs and other agencies which had said they would be interested in knowing them.

The Director of Information and Research said also that unexpected support for the turnpike route as compared to the U. S. 40 Route had appeared in the Dayton (Ohio) Journal-Herald for April 22, 1957 in a column written by Dwight Young, the editor, who had driven to New York by proceeding north from Dayton to the Ohio Turnpike and then continuing on turnpikes all the way to New York. He said that Mr. Young in effect had told his readers that when they went east they should stop using U. S. Route 40 out of Dayton and go to the Ohio Turnpike and so east. He said that Mr. Young described the turnpike route as faster and better.

The Director of Information and Research reported further that the Department of Information and Research again in 1957 had two people on the road. He said that one, Paul C. Rief, called primarily on trucking operators but also visited automobile clubs in smaller cities, and that the other, T. Blair Willison, Jr., called on automobile clubs, other travel bureaus, and newspaper travel editors in the larger cities such as New York, Chicago, Detroit and Boston.

The Chairman said that since the last previous meeting of the Commission the Annual Report of the Commission for 1956 had been presented to the world and had been very favorably received. He said that the Commission had never had so much favorable comment about an annual report as it had had about the 1956 Annual Report and that he had written the Director of Information and Research a letter and congratulated him upon his part and upon Mr. Willison's part in it. The Chairman said also that he wanted to take the occasion to let the record show that the Commission was appreciative and grateful of the work that the Director of Information and Research had done. The Director of Information and Research thanked the Chairman.

Resolution No. 11-1957 ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

Resolution No. 11-1957

"WHEREAS the executive director, deputy executive director, acting chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, chief of the 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 January 22, 1957, are hereby ratified, approved, and confirmed."

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

Ayes: Teagarden, Chastang, Beightler, 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. Teagarden, that the meeting adjourn subject to call of the Chairman.

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

The vote was as follows:


Ayes: Beightler, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned.

The time of adjournment was 12:48 P. M.

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

  
Robert S. Beightler, Secretary-Treasurer