

MINUTES OF ONE HUNDRED SIXTEENTH MEETING
May 24, 1957

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session at its headquarters at Berea, Ohio at 1:45 p. m. Eastern Standard Time on May 24, 1957 with the key members of its staff, representatives of the Consulting Engineers, of Fiscal Counsel, members of the press, the Executive Secretary to the Governor, 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. Represented by Charles M. Noble, Secretary to the Governor.

The Chairman announced that a quorum was present.

The Chairman reported that with respect to the matter of edge striping which had been discussed at the last previous meeting he had a letter from The Ohio Trucking Association under date of May 20, 1957 which he read as follows:

"Mr. James W. Shocknessy
Chairman
Ohio Turnpike Commission
c/o Shocknessy, Summers & Denton
Huntington Bank Building
Columbus, Ohio

Dear Mr. Shocknessy:

"It has recently come to our attention that some thought has been given to eliminating the white stripes on the edges of the turnpike lanes. Our industry has felt that the presence of these white stripes has immeasurably increased safety on the Ohio Turnpike. We have had report after report from drivers who say that during adverse driving conditions, these stripes have prevented accidents.

"We certainly hope the Turnpike will take no action to eliminate this excellent safety factor.

"In closing, may I just take this occasion to compliment you and the members of your staff on the excellent manner in which you have continuously conducted those affairs which concern our industry. We deeply appreciate your fairness and willingness to consider the problems that we have brought to your attention.

"Sincerely yours,

/s/ Ellis S. Perlman

Managing Director"

The Chairman reported further that everyone was aware of the frightful accident which had occurred on the turnpike recently when most of the members of a family had been wiped out. He said there was little to say about it save that the best engineering and the best intentions could not overcome the infirmities which human being seem to suffer when in control of motor vehicles.

The Chairman reported further that since the last previous meeting a committee on claims had been established with Mr. Teagarden as its chairman. He said that Mr. Teagarden had been provided the day before the meeting with information with respect to all claims which had been made against the Commission arising from construction and that he would be convening his committee. The Chairman said that he was of the opinion that the Commission's work by its staff with claims had been quite effective but that the Commission had found it was valuable also to have Members of the Commission serve as chairmen of the several committees of the Commission.

The Chairman reported that he had two letters from Governor C. William O'Neill transmitting letters he had received complimenting the service and courtesy extended on the turnpike both by the toll gate organization and the Ohio Turnpike Patrol of the Ohio State Highway Patrol.

The Chairman reported also that he had an article from the Utica Herald of May 9, 1957 which had compared the Ohio Turnpike with the Florida Turnpike. He read from the article as follows:

"We took the new Florida Turnpike from the northern end at Fort Pierce down to Fort Lauderdale. Cost was \$1.90 and for a part of the

way, about ten miles, they should have been paying us to ride the thing. Due to heavy rains while it was being made, many construction faults have now appeared and it is a far cry from our Ohio Turnpike although it costs a lot more."

The Chairman reported further that revenues for the first three weeks of May 1957 compared favorably with May of 1956. He said that passenger car revenue had increased in the first twenty-one days 14.9%, commercial vehicle revenue had increased 53.6%, and total toll revenue had increased 27.4%. He said that the total toll revenue experience was most consoling and reflective of what he had often said before, that the Ohio Turnpike was a successful venture. He said that he had been asked after the last previous meeting by a distinguished member of the press about how he could reconcile the statements he often had made that the Ohio Turnpike was a successful venture with the statement that had been made at that meeting that the Commission would seek to increase revenues by an increase in toll rates for Class I vehicles. He said he had answered that the Ohio Turnpike like any other agency in the mercantile field sought a market and its success was assured by the success with which it acquired and retained its market. He said that the Ohio Turnpike had been well integrated in the transportation economy of the nation and was an assured success because it had an assured market for the service that it had to offer. He said that he had said further to the newspaper man that by the same token, the owner of a department store in Columbus whom he knew considered that he had a successful economic venture because he had an assured market for the products that he offered but that he had never promised anybody that there would be a permanent ceiling on the price of his goods. The Chairman said further that neither was a price ceiling a necessary or even desirable instrument in determining or effectuating a successful economic venture. He said that price ceilings were put on in times of great emergency but that otherwise laissez-faire, not altogether unbridled, but laissez-faire generally, controlled.

Mr. Teagarden suggested that the Commission should take recognition of the absence of Lowell K. Bridwell of the Scripps-Howard Bureau in Columbus who was not at the press table because he had met with an automobile accident. The Chairman said that Mr. Bridwell was recovering but that he was not eating very well because his jaw was wired and he was subsisting on liquids. He said that Mr. Bridwell's infirmity was the result of an accident which had occurred after he had left the last previous meeting of the Commission and after he had attended some other conferences in Cleveland and was on his way back to Columbus. He said that the Assistant Secretary-Treasurer might extend to Mr. Bridwell the good wishes of the Commission for his recovery. He said that Mr. Bridwell was a man who had a very competent understanding of highway matters and that he was always well informed. The Chairman said that Edwin C. Heinke, Chief of the Scripps-Howard Bureau in

Columbus, had been in Mt. Carmel Hospital in Columbus nearly two weeks after surgery and that the Assistant Secretary-Treasurer could extend him the Commission's good wishes.

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

- (1) Auditors' report for the period ending March 31, 1957.
- (2) Unaudited Financial Report as of April 30, 1957.
- (3) Detail of investment transactions for April 1957.
- (4) Traffic and Revenue Report for April 1957.

The General Counsel reported that since the last previous meeting the legal staff had presented the McKarns case in the Common Pleas Court of Williams County in Bryan, Ohio and that the matter was being submitted on briefs. He said that it would be several weeks before a decision could be expected. He said that he had represented the Commission and tried the case of Blair vs. the Ohio Turnpike Commission in a seven-day jury trial in Common Pleas Court of Mahoning County in Youngstown, Ohio. He said that the verdict of the jury had been a victory for the Commission in one of the unpleasant drainage cases.

The Chairman said that the General Counsel and the legal department deserved great credit for the work in both cases.

At this point the Secretary to the Governor, Charles M. Noble, arrived.

The Chairman offered the Commission's excuses for its car being late in meeting Mr. Noble at the Cleveland Hopkins Airport. He said that the Commission was very glad to have Mr. Noble present because the Commission was sure from its experience with him in the past and its knowledge of him and its information about his abilities and his accomplishments that there was much that he could contribute to the Commission and to Ohio in the field of highways. The Chairman said that he had extended to Mr. Noble privately his assurances of his best efforts toward making Mr. Noble's task most effective for the Commission and for the State in his official position, which for all practical purposes was Director of Highways. He said that the State did well to have Mr. Noble, that the Commission would do well to have him as a

member when the technicality of his qualifications as an elector should become satisfied and he could be in law as well as in fact Director of Highways. The Chairman said also that meanwhile the Commission hoped to derive benefit from him and to rely upon him. He said that Mr. Noble should make a great contribution and that the Commission was selfish enough to want to make the most of it. He said that the Commission included among its members a very famous man who had once been Director of Highways and that there had been a time when there had been two men who had been Director of Highways at the Commission's table and one then serving: General Beightler as Executive Director, Mr. Samuel O. Linzell as Director of Highways and Mr. Theodore J. Kauer as Chief Engineer. The Chairman said that the Commission owed much to the Department of Highways which it was eager, in whatever manner it could, to repay the Department. He said that the Department of Highways had made many very able men available to the Commission when it went into business and that some of them had returned to the Department. He said that the Commission would hope to cooperate always with the Department of Highways and Mr. Noble.

The Chairman said that he had said at the last previous meeting that there were those who had worried the previous fall lest with the change of administration there would be some upheaval resultant. He said that he had said at that time that knowing the incoming Governor as well as he did he saw no reason to expect less from him in cooperation and wholesome understanding than from his predecessor and that he had said also that he was able after several months of experience to say that he had been correct. The Chairman said that Governor O'Neill had exhibited at all times a completely wholesome attitude toward the works of the Commission. He said that the Governor had never asked the Commission for a personal favor of any kind. He said that the Governor had never asked the Commission for anything, that he had only been pleasant and cooperative.

Mr. Noble said that he was very happy to be present. He said that he certainly appreciated very much the warmth of the Commission's welcome and that he looked forward with a great deal of pleasure to serving on the Commission.

General Beightler reported as chairman of the Committee on Service Plazas that since the last previous meeting of the Commission he had conferred at various times with some of the members of the Committee, and investigation and inspection of restaurant facilities on the Ohio Turnpike had been continuous. He said that in the previous several days he had visited nine restaurants on the turnpike and had

made inspections, had eaten food at eight of them, and had visited one restaurant on the Northern Indiana Toll Road. He said that he felt the food that was being purchased by the restaurants was of a high quality and that the service had improved in most of the restaurants and that the waitresses were much more alert and better trained, but that there were phases in which the need of betterments were definitely indicated. He said also that he thought the food preparation and the service in some of the facilities left something to be desired. He said that the goal, not only of the Committee but of the Commission, was that ultimately the Commission would have restaurants on the turnpike that not only would be acceptable to the traveler on the turnpike but also of a caliber that would attract patronage from areas outside the turnpike within the immediate vicinity of the various restaurants.

General Beightler reported further that the Committee had prepared specifications for receiving bids for operating restaurants then operated by the Olympic Commissary Company when and if the Commission felt that that action should be taken. He read a recommendation agreed upon unanimously by the Committee. He said the members of the Committee in making the decision relied to a considerable extent upon the recommendation of Special Counsel, Mr. John Lansdale, Jr. of Squire, Sanders & Dempsey. The text of the recommendation by General Beightler follows:

"At the last meeting the committee recommended that no action be taken to cancel the Olympic Commissary Company contract pending efforts on its part to make arrangements for an assignment of its restaurant operation acceptable to the Commission. Since then our counsel has been in consultation with counsel for Olympic. Based upon the report of counsel, we believe it is likely that acceptable arrangements will be made within the next two weeks. For this reason we recommend that action be deferred for the time being."

The Chairman thanked General Beightler for his report. He said that he would agree that no action be taken that day to effect cancellation of the contract, which would in effect accelerate it so that it would have sixty days only to run. Then there would be nothing of value to assign to a prospective assignee and if the Commission believed that honest effort was being made by the Olympic Commissary Company to dispose of the contract to someone better able to perform it and acceptable to the Commission then action might be deferred.

General Beightler said that he agreed with the statement of the Chairman. He said also that it was indicated that within a very reasonable period the company might be able to consummate an agreement with

an assignee, a company, that would be acceptable to the Commission because he had heard three members of the Commission express themselves about the prospective assignee.

Mr. Lansdale said that he wanted to make it clear that no commitments were being made in advance as to the acceptability of any prospective assignee. The Chairman said that what Mr. Lansdale had said was indeed correct. He said that no commitments would be made until they should come before the Commission. He said that he was not at all certain that there was not ample authority in the Executive Director to approve such an assignment but whether there was or not he knew the Executive Director would not want to do it without first bringing it to the Commission. He said that if and when General Beightler and Mr. Lansdale thought the time was right for the Commission to meet to consider an assignment or to consider a cancellation the Commission would meet promptly and if possible within forty-eight hours after they had advised it. Mr. Teagarden said that he understood that the quality of the Olympic Commissary Company's service would be maintained to a degree of satisfaction while negotiations were going on. General Beightler said that he thought service had not deteriorated. He said that there had been an improvement in some respects. The Chairman said that it was to the Olympic Company's advantage to keep the quality of service up because in order to make a satisfactory assignment it was desirable that it improve its position with the public.

The Chairman said also that the Commission had determined originally to set the restaurants up in groups in the hope of attracting competition on the turnpike. He said that he did not know that by so doing the Commission had accomplished anything of what it had hoped to accomplish and that there had never been a time when the Commission had been satisfied with the performance of the restaurant contracts and that while Olympic Commissary Company was the one then under discussion and then in focus for analysis the other two restaurant contractors were under quite intensive surveillance by the Committee on Service Plazas and by the staff of the Commission. He said also that the Commission did not want it to be understood that because it talked boldly about Olympic Commissary Company that the Olympic Company was necessarily by comparison with the amount of talk that much worse than the others. He said that he was willing for the others to know that the Commission had far too many complaints on them. He said that the Commission just had more complaints on Olympic and had had them longer.

General Beightler reported also that the picnic areas in the service plazas left something to be desired insofar as the mowing was concerned. He said that people were not going to be attracted to

the picnic areas until the mowing was done. He said he had seen only one picnic area of eight on the turnpike that had been mowed.

General Beightler said that he had observed at one service plaza on the Indiana Toll Road that the traveler paid three cents more a gallon for gasoline than he did on the Ohio Turnpike and that he paid more for his food also on the Indiana Toll Road. He said that the six Holiday Houses at the western end of the turnpike were screening all of the outside carry-out areas and were building circular tables of a diameter of four to five feet at which the patron could eat standing up if he wished. He said that the management of those restaurants was fighting flies but that the two companies operating the other restaurants on the turnpike were not making any attempt to do anything about fly control. The Executive Director said that control by air stream had not proved to be effective at the restaurants operated by ABC Vending Corporation.

Mr. Chastang reported as chairman of the Committee on Budget and Finance that the Committee had had several meetings at which there had been some very lively discussion of studies of the schedule of tolls. He said that the Consulting Engineers, following consultation with the Committee and members of the Commission, had retained as their advisors a firm of traffic engineers, Coverdale & Colpitts, to assist them in the study of toll rates. He said also that subsequently the Consulting Engineers had submitted to the Commission a letter and a report under date of May 17, 1957, copies of which had been given to all the members, in which the Consulting Engineers had set forth a number of suggested changes in toll schedules. He said that all of the suggestions had been studied by the Commission and by the Committee and had been discussed with the Consulting Engineers and with representatives of Coverdale & Colpitts. He said also that he had received that day a letter from the Consulting Engineers, attention Mr. Charles J. Chastang, Chairman, Budget and Finance Committee, under date of May 23, 1957, addressed to the Ohio Turnpike Commission. He read the letter as follows:

"Gentlemen:

This is to supplement our letter of May 17, 1957 in which we set forth our recommendations as to a revision of the schedule of tolls for the Ohio Turnpike.

Attached hereto is a schedule of tolls for Class I vehicles which we have had analyzed by Coverdale & Colpitts. We are

advised by them that had this schedule been in effect for the full year of 1957, toll revenues for that year would, in their opinion, have been increased by \$1,166,000.

We would like to expand our previous recommendation as set forth in our letter of May 17, 1957 to include the attached schedule of tolls as an additional acceptable alternate schedule and we are of the opinion that should the Commission elect to revise the Class I schedule of tolls to conform to the attached schedule, the annual gross revenues will be increased sufficiently to meet the requirements of Article V, Section 501 of the Trust Agreement dated June 1, 1952."

Very truly yours,

J. E. Greiner Company

by /s/ J. J. Jenkins, Jr.

Mr. Chastang reported further that upon receipt of the letter the Committee had met and reviewed the report of May 17th and the report of May 23rd and had arrived unanimously at a recommendation to the Commission. Mr. Chastang read a report of the Budget and Finance Committee under date of May 24, 1957 as follows:

"Since the last meeting of the Commission the Budget and Finance Committee has had numerous meetings to consider possible revision of Class I toll rates. In that connection we received from J. E. Greiner Company, Consulting Engineers for the Commission, a report dated May 17, 1957 in which they recommended two different schedules. Today we are in receipt of a supplemental letter dated May 23, 1957 in which the J. E. Greiner Company advises the Commission that a schedule in addition to those recommended in the report of May 17 also is recommended as an additional acceptable alternate schedule. This schedule increases uniformly (with a few exceptions) Class I toll rates to 1.49¢ per mile. The J. E. Greiner Company states that in its opinion this schedule will increase the gross revenues sufficiently to meet the requirements of Article V, Section 501 of the Trust Agreement dated June 1, 1952.

"The Committee, after studying the various schedules submitted and recommended by the J. E. Greiner Company, unanimously recommends that the alternate schedule submitted with its supplemental letter of the 23rd be adopted."

/s/ Charles J. Chastang
Chairman

Committee of Budget and Finance

The Chairman asked Major H. H. Allen, a partner in the firm of Consulting Engineers, the J. E. Greiner Company, if he wished to make any extemporaneous statement aside from the statement of the letter.

Major Allen then introduced Mr. Henry Slater, a representative of the firm of Coverdale & Colpitts. Major Allen said that he would like to make a statement with respect to the original and two alternate schedules. He said that in the first place the schedules contemplated gross revenue of \$19,000,000 or more. He said that the spread between the top schedule and the two-mill-increase schedule that was approved by the Committee on Budget and Finance was within two percent of the total gross revenue. He said that consequently the Consulting Engineers had no hesitancy whatever to recommend the three schedules as all satisfying the requirements of the section referred to under the trust indenture.

The Chairman asked that the record show that Major Allen had been accompanied to the meeting by Mr. Fred Cresswell of his firm, Mr. John J. Jenkins, Jr. of his firm, and Admiral J. M. Worthington, the firm's engineer in residence, and Mr. Slater. He said that he had done a lot of examining of the schedules and that he personally would concur fully and whole-heartedly in the recommendation of the Committee on Budget and Finance for many reasons, chiefest of which was that the existing pattern of charges on the Ohio Turnpike had public acceptance, and that the amount of money which the Commission sought by toll revenue increase was little and it was difficult to distinguish a difference among the several schedules adequate to compensate for an upheaval which might be caused by a total reformation of the rate. He said that the Commission did not need a great deal of money so that he was of the opinion that a flat increase applicable across the whole turnpike as recommended by the Committee on Budget and Finance would cause little if any upheaval as compared with that which would be caused by a complete reformation of the toll schedules and therefore it would be acceptable. He said that the first recommendation which the Commission had received for consideration would have increased the toll from Maumee-Toledo Interchange to Fremont-Port Clinton Interchange twenty-five cents or approximately sixty-three percent, and would have increased the toll between North Olmsted-Cleveland Interchange and Streetsboro Interchange by twenty-five cents or approximately fifty-six percent, and would have increased the toll between Cleveland Interchange and Niles-Youngstown Interchange by twenty-five cents or approximately forty-two percent. The Chairman said that those people who would like to set rates based upon the amount of convenience provided by the facility would charge much higher rates for such a distance as between North Olmsted-Cleveland

Interchange and Streetsboro Interchange or between Strongsville-Cleveland Interchange and Streetsboro Interchange than he thought was justified. He said that it appeared from the several increases contained in the first recommendation that such increases were going to be difficult to assimilate whereas it was not felt that a recommendation of a flat increase would be difficult to assimilate.

The Chairman said that the rate recommended was a constant rate per mile for all trips except the full length one, for which the rate recommended was 1.45 cents per mile, or a toll of \$3.50. He said that the average increase in tolls as a result of the flat increase recommended would be 16.44% as compared with 19.94% on the alternate schedule and 21.75% on the first schedule. He said that as Chairman he had a conscientious duty to point out the differences which he thought made the recommendation of the Committee generally more acceptable than the first two recommendations might have been. He said that the first recommendation would have come out \$3.60 across the turnpike which was ten cents more than the Commission had wanted to charge.

The Chairman asked Major Allen whether the estimate of revenue of \$1,166,000 as mentioned in the letter of the Consulting Engineers was based upon a very conservative growth factor. Major Allen said that the Consulting Engineers acknowledged that the factor was a conservative one and that the Consulting Engineers would not be surprised if the factor for increase in 1957 over 1956 would surpass that factor in view of the fact that the increase in revenue during the first four months of 1957 already had amounted to seventeen percent more than that of the first four months of 1956.

The Chairman asked Mr. Henry J. Crawford of Fiscal Counsel to speak for Fiscal Counsel, the firm of Squire, Sanders & Dempsey, to the recommendation of the Committee.

Mr. Crawford said that under Section 501 of the Trust Agreement the Commission had a duty and an obligation to maintain rates of tolls sufficient to produce the amounts of money specified in that Section, which were the operating expenses, the deposit to the Reserve Maintenance Fund, the 120% of the principal and interest requirements and, in any year where the latter two items were deficient, such additional amounts that might be required. He said also that the Commission under the Trust Agreement had power and authority to fix toll rates in its discretion and judgment which it believed would produce those amounts without respect to any other provisions of the Trust Agreement. He said that however, it was provided that in the event the revenues of any fiscal year were less than the amount specified in Section 501 a request must be made of

the Consulting Engineers for a recommendation as to tolls. He said that that had been done in 1957 in February and that the various recommendations which had been presented to the Commission were in response to that request. He said that it was the opinion of Fiscal Counsel that the Commission could adopt any one of the recommended rates and if it did so it was then protected by the provision in the Trust Agreement to the effect that if the Commission followed the recommendations of the Consulting Engineers and the revenues were not enough to meet the requirements of Section 501 the event of a deficiency was not a default under the Trust Agreement. He said that if there were such a deficiency then there would be a duty in the subsequent year to take action with respect to it but there would not be a default just because revenues did not come up to requirements in Section 501

The Chairman asked Mr. Crawford to file an opinion consistent with the statements he had just made. Mr. Crawford said that Fiscal Counsel would be very glad to do so.

The Chairman said that the Commission had had some expenses in 1957 which were not recurring. He said those expenses included \$160,000 for a water line to serve two service plazas, \$110,000 for additional equipment and \$1,378,000 for the Reserve Maintenance Fund which unquestionably would be reduced or adjusted in 1958 depending upon what happened in 1957 and what the Commission's prospects were. He said that he was convinced therefore that the least percentage increase involved in the three recommendations was the one that was the most suitable for the Commission and the one that the public could assimilate most readily. He said that the Commission had a prime responsibility to provide for the items of the indenture including also the eventual retirement of the bonds. He said that in 1957 the retirement commitment amount was only \$600,000, that in 1958 it would be \$1,300,000, in 1959 it would be \$2,100,000 and that the amounts would go up thereafter.

Mr. Teagarden said that he had made quite a little study to satisfy himself on the various rates that had been computed and that while he realized that it was impossible in establishing rates to say that any given amount of money was going to be realized by the increasing of those rates he liked the schedule which Mr. Chastang had submitted for his committee because he thought it was the most equitable. He said that it was his belief that the schedule submitted by Mr. Chastang would come close to or perhaps realize the required amount of revenue which the Commission was seeking. He said that his remarks were in support of the report of the Committee on Budget and Finance.

General Beightler said that he had given a lot of thought and study

to the schedules and that on the whole he believed the Committee on Budget and Finance had recommended rightly for the Commission. He said that the schedule recommended by the Committee satisfied the requirements of the Trust Agreement and would be generally acceptable to the traveling public. He said that at first he had been very much inclined to one of the first two schedules prepared by the firm of Coverdale & Colpitts and that he still thought that those schedules were properly based on the theory and concept of user benefit but that he also felt that that theory and concept would not be understood and perhaps not accepted by the general public as would the schedule prepared by the Commission's own staff and concurred in by the Consulting Engineers as an acceptable schedule. He said that he thought that probably the Commission would act wisely to accept the schedule recommended by the Committee and that he thereby surrendered his sword to Mr. Chastang.

Mr. Noble said that it seemed to him that it was good public policy to set the increase as low as possible under the conditions.

The Chairman said that if the Commission were starting all over it could develop an ideal schedule but that it was not starting from the beginning, it was having to adjust an existing pattern of charges so that the adjustments would do the least violence and so that they would be the most acceptable and produce what the requirements were.

Mr. Chastang said that what was equity to one person is one thing and to another it was another. He said that the Commission had a schedule which had been accepted as being equitable and that the changes suggested by the Committee would not do violence to that acceptance nor would they promote any inequity or increase any inequity that might exist. The Chairman said that as a matter of fact the changes recommended by the Committee removed some of the so-called inequities.

Resolution No. 12-1957 revising the schedule of tolls adopted July 15, 1955 by Resolution No. 38-1955 as modified and revised by Resolution No. 40-1956 and Resolution No. 5-1957 was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 12-1957

"WHEREAS, under §501 of the trust agreement dated June 1, 1952, entered into between the 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, the commission covenanted that if the total amount deposited to the credit

of the sinking fund in any fiscal year should be less than an amount sufficient (a) to provide funds for the payment of Current Expenses, (b) to provide for making the deposits to the credit of the Reserve Maintenance Fund of the amounts recommended by the Consulting Engineers under the provisions of Article V of the trust agreement, and (c) to provide for making deposits to the credit of the sinking fund in each fiscal year under the provisions of Article V of an amount not less than the Principal and Interest Requirements for all bonds issued under the provisions of the trust agreement, plus an amount as a reserve of not less than twenty per centum (20%) of such fiscal year's Principal and Interest Requirements, the commission would before the fifteenth day of February of the following fiscal year request the Consulting Engineers to make their recommendations as to revision of the schedule of tolls;

"WHEREAS the commission, by letter dated February 12, 1957, signed by the Chairman of the commission and addressed to the J. E. Greiner Company, Consulting Engineers under the provisions of the trust agreement, requested the latter to make their recommendations as to a revision of schedule of tolls because the total amount available and deposited to the credit of the sinking fund in the fiscal year 1956 was less than the amount required by sub-paragraphs (a), (b) and (c) of §501 of the trust agreement hereinabove referred to;

"WHEREAS pursuant thereto the Consulting Engineers, by letters dated May 17, 1957, and May 23, 1957, addressed to the Ohio Turnpike Commission, submitted to the commission three different recommended schedules of tolls, each of which provides for an increase in toll rates for Class I vehicles and each of which would in their opinion provide annual gross revenues sufficient to meet the requirements of Article V, §501, of the trust agreement; and

"WHEREAS the Commission's Budget and Finance Committee has considered said schedules and has recommended that the Commission adopt the schedule of tolls attached to said letter of May 23, 1957 of the J. E. Greiner Company;

"NOW, THEREFORE, BE IT

"RESOLVED that the commission, having duly and fully considered the alternate recommendations of its Consulting Engineers hereinabove mentioned adopts and hereby it does adopt the schedule of tolls recommended by the Consulting Engineers attached to their letter of May 23, 1957, for Class I two-axle vehicles weighing not more than 7,000 pounds gross weight, and to said extent does hereby

revise the schedule of rates and tolls heretofore fixed by it under Resolution No. 38-1955 adopted July 15, 1955, as modified and revised by Resolution No. 40-1956 and by Resolution No. 5-1957;

"FURTHER RESOLVED that said revised schedule of tolls be made effective May 28, 1957; and

"FURTHER RESOLVED that the aforesaid revised schedule of tolls for Class I two-axle vehicles weighing not more than 7,000 pounds gross weight is as follows:

Ohio Turnpike Commission
Schedule of Tolls
Class 1

Two axle vehicles weighing not more than 7000 pounds gross weight.

Effective May 28, 1957

INTERCHANGE NAME	No.	INTERCHANGE NAME															
		1 WESTGATE	2 BRYAN-MONTPELIER (SR-15)	3 WAUSEON (SR-108)	4 MAUMEE-TOLEDO (US-20)	5 STONY RIDGE-TOLEDO (SR-120)	6 FREMONT-FORT CLINTON (SR-53)	7 SANDUSKY-NORWALK (US-250)	8 LORAIN-ELYRIA (SR-57)	9 NORTH OLMSTED-CLEVELAND (SR-10)	10 STRONGSVILLE-CLEVELAND (US-42)	11 CLEVELAND (US-21)	12 AKRON (SR-8)	13 STREETSBORO (SR-14)	14 WARREN (SR-5)	15 NILES-YOUNGSTOWN (SR-18)	16 YOUNGSTOWN (SR-7)
BRYAN-MONTPELIER (SR-15)	2	.25															
WAUSEON (SR-108)	3	.50	.30														
MAUMEE-TOLEDO (US-20)	4	.90	.70	.40													
STONY RIDGE-TOLEDO (SR-120)	5	1.05	.85	.55	.25												
FREMONT-FORT CLINTON (SR-53)	6	1.35	1.15	.85	.45	.30											
SANDUSKY-NORWALK (US-250)	7	1.75	1.55	1.25	.85	.70	.40										
LORAIN-ELYRIA (SR-57)	8	2.15	1.95	1.65	1.25	1.10	.60	.40									
NORTH OLMSTED-CLEVE. (SR-10)	9	2.25	2.05	1.75	1.35	1.20	.90	.50	.25								
STRONGSVILLE-CLEVELAND (US-42)	10	2.40	2.20	1.90	1.50	1.35	1.05	.65	.30	.25							
CLEVELAND (US-21)	11	2.60	2.40	2.10	1.70	1.55	1.25	.85	.45	.35	.25						
AKRON (SR-8)	12	2.70	2.50	2.20	1.80	1.65	1.35	.95	.55	.45	.30	.25					
STREETSBORO (SR-14)	13	2.80	2.60	2.30	1.90	1.75	1.45	1.05	.65	.55	.40	.30	.25				
WARREN (SR-5)	14	3.10	2.90	2.60	2.20	2.05	1.75	1.35	.95	.85	.70	.50	.40	.30			
NILES-YOUNGSTOWN (SR-18)	15	3.25	3.05	2.75	2.35	2.20	1.90	1.50	1.10	1.00	.85	.65	.55	.45	.25		
YOUNGSTOWN (SR-7)	16	3.40	3.25	2.95	2.55	2.40	2.10	1.70	1.30	1.20	1.05	.85	.75	.65	.35	.25	
EASTGATE	17	3.50	3.40	3.10	2.70	2.55	2.25	1.85	1.45	1.35	1.20	1.00	.90	.80	.50	.35	.25

The Comptroller said that as much preliminary work had been done to get the proposed schedule in effect by May 28, 1957 as it had been considered safe to do. He said that it had been assumed that the Commission would adopt some schedule at the meeting and that a conference with Senior Toll Collectors had been set up for the following Monday. He said that he thought the schedule could be put in effect by May 28.

The Chairman said that once again the newspapers of Ohio had done a magnificent job in presenting the facts. He said that only that day, almost symbolically, there had been in the Cleveland News an editorial which set forth the problem. He said that the Commission had had similar editorials in the Cleveland Plain Dealer, the Youngstown Vindicator, the Warren Tribune, the Toledo Blade, the Dayton Daily News, the Springfield Daily News, and in newspapers pretty generally throughout Ohio.

The editorials included the following:

CLEVELAND NEWS
Friday, May 24, 1957

Keep the Pike Solvent

"Financial obligations of the Ohio Turnpike this year - for debt service, maintenance reserve and operating costs - total an estimated \$19,467,000. They can be met, and the Ohio Turnpike Commission has no alternative but to meet them, by revenue from passenger car and commercial vehicle tolls and concession rights.

"Under car tolls charged to date, the Turnpike's cost requirements will exceed estimated revenue this year despite a healthy increase in traffic over the super-toll highway's first year of operation.

"The Turnpike Commission has a duty to seek to increase Turnpike revenue to the point at which its legal and financial commitments can be met.

"The Turnpike Commission proposes - it may vote today - to increase passenger car tolls by two-tenths of a cent per mile.

"It recently reduced truck rates and private drivers may feel they are being treated unjustly if they have to pay an additional one cent toll for every five miles traveled.

"However, the increase is reasonable. Even with it, the Turnpike will make little over its financial requirements in 1957 on the basis of Turnpike travel estimates.

"The Turnpike Commission presents convincing reasons for slightly increasing passenger car rates. Without the increased truck traffic on the Turnpike which resulted from reducing truck toll, passenger cars now would have to pay more than the proposed additional two-tenths of a cent a mile.

"The new passenger rate will still average less than one and one-half cents per mile, whereas higher toll rates for passenger cars are in effect on toll roads in Massachusetts, Maine, Florida, Oklahoma, Kansas, on a portion of the New Jersey Turnpike and on the newer parts of the Pennsylvania Pike. The new passenger rate for the Ohio Pike will also just equal that of another part of the Jersey Turnpike.

"The Commission dare not operate on a rate schedule which promises a hefty deficit. It would damage the Ohio Pike's financial standing and would require an even higher fare increase later on.

"The travel advantages of Ohio's Turnpike and the absolute necessity of keeping its financial integrity support the Commission's position."

OHIO NEWS BUREAU CO.

May 10, 1957

"Tough But Necessary

"Disappointment that the Ohio Turnpike cannot sustain itself on present tolls ought to be lessened by comparison with charges borne by motorists in other states.

"Ohio motorists now pay 1.28 cents per mile. The rate in New Jersey is 1.48, Oklahoma 1.59, Kansas 1.60, Maine 1.84. In Massachusetts and on the newer portions of the Pennsylvania Turnpike the rate is just short of two cents per mile and on Florida's new Sunshine Turnpike, it is 2.2.

"Ohio motorists, then, have been getting something of a bargain. But it is too much of a bargain, judged by the Turnpike Commission's finding that tolls will fall something like \$2,000,000 short of meeting next year's debt service, sinking fund, operating and maintenance obligations.

"The commission has decided that it can cure the deficit, if estimates of increasing traffic are not too optimistic, by a rise of two-tenths of a cent in the charge per mile. This would bring the fare no more than abreast of New Jersey's. A ride on the Ohio Turnpike would still be measurably cheaper than one on those in all the other toll-road states.

"This certainly is not asking too much in the interests of turnpike solvency. It may be tough, but it is reasonable. What is more, it is necessary. Only an irresponsible Commission would keep rates on a plane that would jeopardize the full faith and credit of so important a utility."

THE PLAIN DEALER
Saturday, May 4, 1957

Bitter But Necessary

"Per obligation to its bondholders, certain schedules of finances must be met progressively each year by the Ohio Turnpike Commission. This year's projected budget looks roughly as follows:

"BOND interest	\$10, 595, 000
RETIREMENT of bonds	600, 000
CURRENT operations	4, 655, 000
SINKING fund	2, 239, 000
RESERVE maintenance	<u>1, 371, 000</u>
TOTAL	\$19, 460, 000

"Through their rosier of rose-colored glasses, the OTC's consulting engineers foresee gross revenues of \$17, 181, 000 for '57. This would be a healthy \$1, 830, 334 over last year's take but a long way - \$2, 279, 000 - behind what will be needed to fulfill all commitments.

"That's why the commission is making motions toward raising passenger car tolls by Memorial Day.

"Two mills would be added to the present 1.26 cents per mile charge. It amounts to about a 16% increase, bringing the cross-state levy to \$3.49. An additional \$1, 300, 000 would come in yearly - still not all that's desired.

"The pill is, naturally, bitter. Ohio motorists generally are

jabbed with the sharp end of the stick, and in view of a reduction in truck charges less than a year ago, it becomes the more painful. Yet compared to other states' toll schedules it's not so rough.

"Massachusetts opened its new pike this week and began hauling in just shy of 2 cents a mile from car operators. Indiana rates are the same as Ohio's currently, but business is so bad over there that an increase will be imperative.

"New Jersey Turnpike users pay 1.48 cents per mile. The sunshine on Florida's Sunshine Parkway is dimmed by a 2.2 cent bite. In Maine it's 1.84; Kansas 1.6. Oklahoma's Turner pike runs at 1.50. Even on the newest stretches of the Pennsylvania Turnpike they're getting about 2 cents.

"The justification therefore is there. But if the commission must in the end come to this proposed toll increase, we trust it will keep an open mind on the subject and be willing to cut back charges - if other sources of income permit."

YOUNGSTOWN VINDICATOR
Sunday May 5, 1957

Higher Turnpike Fares

"In proposing higher fares for passenger cars the Ohio Turnpike Commission is in a touchy position, as it recognizes by putting up a sort of trial balloon before acting. Naturally a fare raise is unwelcome. Yet if it is the only way to keep the pike's finances in balance, as seems to be the case, it must be imposed.

"The commission's position is delicate because people are unusually tax-conscious just now, and they regard turnpike fares as being in the nature of a tax. Also the commission recently reduced truck rates, and private drivers may feel they are treated unjustly if passenger-car fares go the other direction.

"However, the truck action increased pike revenue by attracting more truck traffic. Without it passenger cars would have to bear an even higher proportion of the load. Also the effect on the individual of the proposed rise for automobiles would be negligible; the fact is that turnpike travel is a bargain.

"Comparison with other turnpikes indicates that the bargain is too generous. The proposed rise of two mills would bring the Ohio

rate to 1.48 cents per mile. This is already the rate in New Jersey; in Massachusetts it is just short of 2, in Maine 1.84, Florida 2.2, Oklahoma 1.59, Kansas 1.6, on the newer parts of the Pennsylvania pike, about 2.

"The governing factor, however, is the Ohio Turnpike's budget. The commission will have expenses this year of nearly 19 1/2 million dollars (including 10 1/2 million for interest on bonds). Its estimate of revenue, after anticipating a probably increase in this Summer's traffic, is a little over 17 million.

"The commission dare not keep running on a schedule which promises a 2-million-dollar deficit; it would be too great a risk of damaging the pike's financial standing and requiring a still sharper fare increase later to make up losses."

YOUNGSTOWN VINDICATOR

May 27, 1957

Higher Turnpike Tolls

"Tomorrow's increase in Ohio Turnpike passenger tolls is necessary to keep pike finances in the black. Without a boost the Turnpike Commission might well end the year with less than it needs to pay interest on bonds and meet operating expenses.

"The pike's troubles stem from the fact that traffic has not been up to expectations. In 1956 revenues were \$5,000,000 under estimates and the commission ended the year with a balance of only \$644,000.

"This year the commission must pay bills totalling 19 1/2 millions, including 10 1/2 millions for bond interest. It cannot meet these obligations unless it collects at least \$2,000,000 more from passenger car owners.

"Future years may present even greater difficulties as capital charges mount to a peak of nearly 17 millions in 1991.

"However, the Ohio pike continues to offer drivers a bargain. Under the new schedule, tolls for the 241-mile trip will be only 1.48 cents per mile, lower than on pikes in Massachusetts, Maine, Florida, Oklahoma and Kansas and on new sections of the Pennsylvania and New Jersey pikes. Travelers on the New York Thruway pay 1.25¢ a mile plus additional tolls for the Tappan Zee and Yonkers bridges.

"J. E. Greiner Co., consulting engineers for the Ohio pike, urged that passenger tolls be raised to a higher level but the commission decided to keep them as low as possible consistent with sound business practices.

"The public would have a legitimate 'gripe' if the commission was building up an unnecessarily high surplus or attempting to retire bonds ahead of schedule. Since this is not the case, motorists will be glad to keep the pike solvent by paying a few extra cents on most trips."

The Chairman said that before the Commission voted on the Resolution he wanted personally and as an officer of the Commission to offer a vote of thanks to the newspapers of the state for having presented to the state the case for an increased rate in such a way that it had been made understandable. He said that he would repeat a statement he had made previously that had it not been for the way the newspapers of the state had presented the turnpike project to the people of the state over the years, the turnpike would not have been built and it would not have been in operation and the Commission would not have been in a position to go to the public and state its case for an increase and expect it to be reasonably received and accepted.

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

Ayes: Chastang, Teagarden, Beightler, Shocknessy.

Nays: None.

The Chairman said to Mr. Noble that he would like to explain why his name had not been called. Mr. Noble said that he understood that it was because of a technicality. The Chairman said that he did not want anyone to think that Mr. Noble had been ignored and that he looked forward to the time when the technicality would be given compliance and Mr. Noble would be a voting member. The Chairman said that all members present had voted in the affirmative and that he believed that it was safe to say that Mr. Noble if he had been voting would have done so too. Mr. Noble said that that statement was correct. The Chairman said that if Mr. Noble had no objection he would like the record to show that all four members voted for the resolution and that Mr. Noble gave it his approval. Mr. Noble said that he did not object. The Chairman said that in that case the resolution stood adopted, the four members present having voted in the affirmative and Mr. Noble, speaking in behalf of the Department of Highways of Ohio, having given approval.

The Executive Director reported that with respect to painting edge lines on the turnpike the Ohio Trucking Association had written a letter recommending that the painting be done and the Consulting Engineers had stated that it was of the opinion that edge lines did assist patrons on high-speed facilities such as the Ohio Turnpike and in so doing contributed to safety and to reducing accidents. He said that the Consulting Engineers therefore had recommended that the Ohio Turnpike Commission continue its practice of maintaining four-inch continuous edge lines on both the right and left-hand edges of the traveled roadway throughout the length of the turnpike. He said that he had received a letter from Lieutenant John L. Bishop, Commander of District 10 of the Ohio State Highway Patrol, under date of May 7, 1957 which concluded, "The undersigned concurs in the belief that the traffic lane edge striping is a positive traffic safety measure." He said that the Traffic and Safety Engineer and the Deputy Executive Director had strongly recommended that the edge line program be continued on the turnpike.

General Beightler said that he had wanted a study made because he had been under the impression that the total cost of marking the turnpike would be approximately \$125,000 of which some \$75,000 would be for the edge lines. He said that he had been under the impression also that edge lines were not generally used on all turnpikes except on the right-hand side of the roadways on some turnpikes. He said that he knew that the members and staff of the Commission were interested in effecting economies. General Beightler said also that he was convinced that from what he had read and heard on the subject since he had asked for the study that the expenditure for edge lines was undoubtedly a worthwhile one and that the Commission should not dispense with the edge line.

Mr. Chastang said that he also had wondered about the necessity of edge line painting because of the large expenditure involved.

The Chairman said that everybody was agreed that a program of edge line painting should be carried out.

The Executive Director reported further that a resolution approving plans for digging a new well and laying a four-mile pipe line to bring a new supply of water to the Commodore Perry and Erie Islands service plazas would be offered for the consideration of the Commission. He said that the existing water supply for the two plazas was exceptionally hard and that it was very difficult to use the water in the operation of the restaurants. Mr. Noble asked if a softener could be used. The Executive Director replied that every means to soften the water had been tried but

that none had succeeded. He said that the Commission had been advised by experts that it was more economical to seek a new source of water. He said that the Consulting Engineers had concurred in the necessity for a new water supply and had approved the plans subject to the inclusion of certain changes mutually agreed upon by representatives of the Commission and the Consulting Engineers in Baltimore, Maryland on May 22, 1957.

In response to a question by the Chairman Mr. Noble said that it was all right with him if the Commission went ahead with the resolution. The Executive Director said that the budget contained an item of \$160,000 to cover the cost of the well and pipe line but that the contracting engineers, Schade and Associates, had estimated that the cost would be \$173,000.

Resolution No. 13-1957 approving plans for contract TW-1 and providing for advertising was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 13-1957

"WHEREAS there are before this meeting plans for Contract TW-1;

"WHEREAS a draft of the other contract documents for said contract has been prepared and has been submitted to and reviewed by the Commission's chief engineer and assistant general counsel, who have found it satisfactory subject to certain minor revisions necessary to bring certain portions thereof into harmony with the Commission's policies regarding control of traffic and to accomplish certain other changes of a technical or minor nature; and

"WHEREAS said other contract documents will be available for prospective bidders within a very short time and the Commission desires that said contract be advertised for bids with the least possible delay;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby approves, ratifies, and confirms the aforesaid plans for Contract TW-1, being in general terms a contract for the construction of a water supply system, including approximately four miles of cast iron water supply pipeline, one or more wells, two pumping stations and related equipment, for Commodore Perry and Erie Islands service plazas;

"FURTHER RESOLVED that general counsel and the chief engineer be and hereby they are authorized and directed to cause the other contract documents for said contract to be completed as promptly as feasible and to do all things needful to publish statutory and any additional notices which they deem desirable for the taking of bids for said contract; and

"FURTHER RESOLVED that the contract documents as advertised shall contain provisions conferring upon the chief engineer the usual authority contained in the Commission's General Specifications for the chief engineer to make changes in plans and in the work and shall likewise contain a provision for the issuance of addenda upon the authority of the chief engineer and general counsel."

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

Ayes: Teagarden, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

The Deputy Executive Director reported that the most serious accident on the Ohio Turnpike to date had occurred at 11:00 P. M. Eastern Standard Time on May 12, 1957 at about milepost 228 near the Canfield Maintenance Building when a Greyhound bus struck a station wagon in the rear, shoving it approximately 841 feet along the turnpike. He said that upon the impact gasoline from the burst gasoline tank of the station wagon caught fire and that four occupants of the station wagon had perished. He said that heretofore there had been no accident on the turnpike that had resulted in more than two fatalities. He said that the bus driver had been charged with second degree manslaughter and with failure to stop with an assured clear distance ahead. He said that the driver had appeared before the Mayor of Canfield, Ohio and had been bound over to the Mahoning County Grand Jury.

The Deputy Executive Director said also that following the accident, there had been undertaken a comprehensive investigation of the frequency of bus accidents and of bus operations on the turnpike. He said that the investigation had revealed that there had been eight bus accidents on the Ohio Turnpike since the date of opening and that they had accounted for \$4,720 of property damage to vehicles, nine minor personal injuries, three serious personal injuries, and four fatalities. He said that six of the minor personal injuries and the four

fatalities had occurred in the accident of May 12. He said that analysis of the eight accidents revealed that one had been caused by a tire fire, two by passenger cars cutting in too close on the bus and catching the left front fender of the bus, one from loss of control by the driver of a passenger automobile which had bounced off a guard rail, and four from rear-end collisions in which the bus involved had been the rear vehicle. He said that three of the latter accidents had occurred during hours of darkness. He said also that on May 15 and 16, 1957 a radar speed study of all buses operating on the Ohio Turnpike had been conducted and it had been found that the highest speed recorded was 62 miles per hour, the lowest speed was 52 miles per hour, and the average speed was 58 miles per hour. He said that not a single bus had been exceeding the posted speed limit.

The Deputy Executive Director said also that in conference with several bus companies it had been learned that all buses had governors on the engines which permitted a maximum speed of about 60 miles per hour and that occasionally a governor might be fixed by the driver so that the bus could travel in excess of that speed. He said that the speed limit for a bus on the Ohio Turnpike was 65 miles an hour, that buses were classed as passenger vehicles in the Commission's Rules and Regulations for regulation of traffic on the turnpike. He said that he did not believe that the drivers of the buses which had been subjected to the radar test had had any way of knowing that the check was being made since the Commission's vehicle involved was out of sight of the roadway and a number of the studies had been made at night when the radar meter sitting on the shoulder of the roadway could not be seen. The Executive Director said that buses might have cut down on speed a little because of the accident. Lieutenant Bishop said that generally the Highway Patrol had not found buses violating the speed limit. He said that he thought the speed study made by radar was very indicative of bus speeds. He said that the drivers of the buses checked might have been using a little extra precaution because of being conscious of the bad accident of May 12th.

The Chairman said that the accident was a horrible thing and should not have happened. He said that it did not make any sense that it did happen. He said that the report on the accident by the Highway Patrol was a very good report. He said that the statement of one of the passengers in the report that he had seen the lights ahead and that the bus had continued at the same speed and had not indicated any intention of stopping even after the station wagon had been hit was rather surprising. He said that he had been told later that the bus driver could not stop the bus, that something had happened to his brakes in the impact. Lieutenant Bishop said that the members of the Highway Patrol could

not help but believe, although it was pure presumption on their part, that the bus driver was looking but was not seeing.

The Chairman said that on limited access highways such as the turnpike buses could maintain a constant speed that was not possible on a different kind of highway. Lieutenant Bishop said that buses on the turnpike did not have their obligation to their passengers with respect to keeping to schedule jeopardized by traffic lights or slower moving vehicles. Mr. Chastang asked whether buses had brake power similar to that of trucks. Lieutenant Bishop said that he thought buses did because he knew that the Interstate Commerce Commission regulations were very strict. He said that as was pointed out in the report of the investigation of the accident of May 12th there was an indication that some piece of metal from the wreckage perhaps had gone underneath the undercarriage of the bus and caused some destruction to the mechanism of the brakes which had rendered the brakes inoperative after the first impact.

The Deputy Executive Director said also that the Safety Director of Grehound Bus Lines had advised the Commission that the bus involved in the accident had been taken out on the road after it had been repaired and that 59 miles per hour was the maximum speed of the bus when empty. The Chairman said that all the mechanical devices seemed to have been right and the construction to have been right and that it looked like the cause of the accident had been human failure.

The Deputy Executive Director said also that the factual information available on bus operations was restricted to one company which maintained a toll charge account with the Commission. He said that comparison of the number of trips made on charge toll tickets together with the vehicle miles of travel with the accident frequency experience of that bus company had shown that the accident frequency was very close to the average for all traffic on the Ohio Turnpike since the opening date. He said that that average was approximately 1.2 accidents per 10,000 vehicle trips or 1.6 accidents per 1,000,000 miles of travel. He said that the investigation led to the conclusion that the bus company should take more account of the problem of rear-end collision in its training programs. He said that it appeared that an accident causation pattern was being formed which included operating at a greater speed than would permit stopping within assured clear distance ahead, and perhaps the lighting on the rear of the advance vehicle. He read an editorial from the Mount Vernon, Ohio, News of May 15, 1957 which he said bore upon the problem being discussed. The editorial was entitled "Mass Murder" and was as follows:

"These mobile death accidents are becoming so common that the State legislature may construe the situation as an emergency and pass laws that will make certain automobiles are limited as to speed. The automobile builders and the drivers alone can avert such controls. The former by designing safer autos and the latter by making a practice of handling them with due regard to the safety of all others they meet on the highways. "

The Deputy Executive Director reported further that efforts were being made to arrange an early meeting of the Interturnpike Safety Committee and that the Indiana Toll Road Commission was being invited to send a representative to the meeting.

The Chairman told the Deputy Executive Director that the Commission had had good reports from him.

General Beightler said that he had noticed in visiting Holiday Houses on the turnpike that the cashiers gave out sales tax stamps only if the customer asked for them. He said that he had been told by two of the cashiers that such were their instructions, that after all the customer checks were in for the day the stamps were torn from the books. He said he thought that the Commission had better look into the practice of not giving the stamps to the customers. The Chairman said that the matter would be looked into.

Resolution No. 14-1957 ratifying actions of administrative officers was moved for adoption by General Beightler, seconded by Mr. Chastang, as follows

Resolution No. 14-1957

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, maintenance engineer, 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 Com-

mission's meeting on April 30, 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: Beightler, Chastang, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

There being no further business to come before the meeting a motion was made by Mr. Teagarden, seconded by Mr. Chastang, 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:

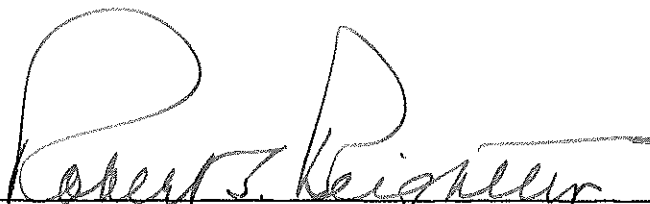
Ayes: Teagarden, Chastang, Beightler, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned.

The time of adjournment was 4:15 P. M.

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



Robert S. Beightler, Secretary-Treasurer