

MINUTES OF THE ONE HUNDRED TWENTY-THIRD MEETING  
January 7, 1958

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Hearing Room No. 4 of the Ohio Departments of State Building in Columbus, Ohio at 11:00 a.m. Eastern Standard Time on January 7, 1958 with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, members of the press, and others in attendance.

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

Present: Teagarden, Beightler, Chastang, Shocknessy.

Absent: Director of Highways.

The Chairman announced that a quorum was present.

A motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the minutes for the meeting of November 5, 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 the safety record which was set forth in the year-end statement issued by the Chairman of the Commission on December 31, 1957 still stood. He said the Commission had the great satisfaction in looking back at the whole month of December and the whole holiday season, including January 1 and up to January 7 with the knowledge that not a single fatal accident occurred on the Ohio Turnpike in that period. He said that in a period when there had been many fatal traffic accidents on the highways of Ohio and elsewhere the Commission could feel a certain security in the knowledge that there had not been a single fatal accident in the holiday season on the turnpike, that there had not been a single accident

involving a fatal casualty between November 29, 1957 and January 7, 1958. He said the record indicated that safety could be built into a highway and that if safety were built in and if the public were alerted to danger then no fatal traffic accidents need occur and that traffic accidents could be reduced to a minimum.

The Chairman reported also that the Commission's income for the year 1957 would be approximately \$20,560,000 and that in every quarter of 1957 not only did the revenue increase but the number of vehicles using the turnpike increased and not only did the number of vehicles increase but both the number of passenger vehicles increased and the number of commercial vehicles increased. He said that as mentioned in the year-end statement the turnpike reflected national economy and that in a period when the economy was admittedly softening the business on the turnpike continued to increase. He said he took that to indicate that the turnpike still was not fully integrated in the nation's transportation system so that the position of the Commission was a little bit ahead of the national economy. He said that in the fourth quarter of 1957 not only did the Commission's revenue rise but the number of vehicles on the turnpike was up. He said the Commission could look forward to the future hopefully and that for the ten years ahead there should be no question in the absence of a national economic catastrophe of its being able to fulfill the terms of the indenture under which its funds were borrowed. He said the Commission's revenue during 1957 had been several hundred thousand dollars in excess of the amount necessary to meet the requirements of the trust indenture with respect to the Sinking Fund and the Reserve Maintenance Fund. He said the Sinking Fund requirement for 1958 should be no problem and the Sinking Fund requirements for ensuing years within the ten-year cycle should be no problem. The Chairman said it was safe to say that the Commission would not be required to request the Consulting Engineers to make a restudy of toll rates with a view to increasing them in 1958.

The Chairman reported further that the Commission had had some very favorable editorial comments from at least two newspapers on the year-end report. He read an editorial from the Cincinnati Enquirer of January 5, 1958, as follows:

"There have been serious doubts at times about the soundness of the Ohio Turnpike, especially in the light of the difficulties that some other state toll highways have encountered. But the 1957 record indicates that Ohio's toll road is over the hump.

"According to the year-end summary of James W. Shocknessy,

chairman of the Turnpike Commission, traffic and revenues were up in almost every month from 1956. Every three-month period shows such an increase, despite some slight softening of the national economy. The total gross income of the Turnpike Commission for 1957 is around \$20,568,000, which is 34 percent above 1956.

"Despite the rough sledding for bonds caused by the tight-money policy, the securities of the Turnpike Commission stayed at or near the top of the list of comparable issues. Yet the rates for passenger cars on the Ohio road are among the lowest charged for similar service in the United States.

"Obviously, any serious decline in business activity and national income will affect the revenues of the turnpike adversely. But this is merely a way of saying that the turnpike, after a period of uncertainty, is as sound as the American economy and no more so.

"Eventually, this toll road across Ohio will feel the competition of more and better free highways. By then, however, it should be well on the way to paying out and becoming a free highway - as it should at some future time."

The Chairman read also the following editorial from the Akron Beacon Journal of January 2, 1958:

"The Ohio Turnpike is financially solid.

"After a shaky first year, the operation of the cross-state toll road achieved in 1957 an income sufficient to pay for maintenance, interest and scheduled bond retirement.

"This is revealed in the proud statement issued at the year's end by James W. Shocknessy, chairman of the Ohio Turnpike Commission.

"The Ohio Turnpike is a solvent operating venture," he declared. "Barring national catastrophe, it will not only pay off its indebtedness and become a free highway in due course, but at the same time will have served the nation handsomely."

"It has taken more than a well-constructed highway in a strategic location, however, to make the project a paying proposition.

"The Commission, to its credit, has watched operations closely and has made necessary departures from the original recommendations of consulting engineers.

"The most important of these changes have been:

"1-A DECREASE in tolls charged commercial vehicles. This has paid off in a steadily increasing volume of traffic which has resulted in considerably greater gross revenue.

"2-A SMALL INCREASE in tolls charged passenger cars. This was not enough to be seriously felt by the individual motorist but has been sufficient to assure complete solvency.

"Although not of great significance financially, the Commission also moved decisively to improve service for its patrons when it canceled the contract of an unsatisfactory operator of six restaurants. After running the establishments itself for several months, thereby gaining some valuable experience, the Commission has recently let a contract to a new operator who should give better service.

"Thus, not only the balance sheet itself but the constant alertness and good management of the Turnpike Commission hold forth promise that the \$325 million project will be a self-liquidating success.

"Meanwhile, the twin ribbons of concrete save time and money every day for thousands of motorists. "

The Chairman reported also that since the last meeting an adjustment had been made with respect to salaries paid toll collectors. He said the holiday season should have been especially happy for the toll collectors because these had been paid an additional amount equal to pay for a day to those who worked on Christmas Day and on New Year's Day.

The Chairman reported also that the driver of a truck which had been involved in an accident on the turnpike on December 31, 1957 had previously been involved in two similar accidents on the turnpike and that the Executive Director had banned the driver from further use of the turnpike until an investigation should be completed as to his ability and as to the safety and design and operation of the truck. He said the Commission's right so to act was embodied in the provision of the Rules and Regulations which provided limitations on the use of the turnpike. He read from Section 2.3 "Speed Regulations" of the

Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike, as follows:

"No person shall operate a motor vehicle on the turnpike at such a slow speed as to impede or block the normal and reasonable movement of traffic, except when such reduced speed is necessary for safe operation or when ordered to do so by a police officer."

The Chairman said the owner of the truck had been entirely cooperative and recognized the dangers involved. He said the investigation was being made by members of the Ohio State Highway Patrol and by members of the Staff of the Commission.

The Chairman reported further that the Howard D. Johnson Company had paid \$100,000 to the Commission before the end of 1957 in accordance with the terms of its contract with the Commission which required that it pay \$500,000 for the equipment which it purchased under the terms of its bid.

The Chairman reported further that Fiscal Counsel had made the Commission a recommendation with respect to the disposition of used toll tickets and that Mr. Raymond Bartholomew of the Auditor of State's Office had had some discussion with members of the Commission's Staff about the same matter.

The Chairman reported also that the Deputy Executive Director had directed a letter to a toll collector which was worth bringing to the attention of the Commission. He read the letter as follows:

"December 30, 1957

"Mr. Stanley J. Carr  
Toll Collector, Stony Ridge-Toledo  
1827 Brussels Street  
Toledo 13, Ohio

"Dear Mr. Carr:

"I am pleased to commend you on your unparalleled accomplishment of completing one full year of work in toll collection on the Ohio Turnpike without a single cash error. Especially in view of the number of cash transactions you have handled for the Commission during this period, it is indeed a most remarkable accomplishment and one of which you should be justly proud.

"Congratulations and best wishes for continued good performance!

"Very truly yours,

"Russell S. Deetz

"Deputy Executive Director

cc:

Chairman

Executive Director

Director of Information and Research

Superintendent of Toll Collections

District Toll Supervisor (Western Division)

Senior Toll Collector (T. P. #5)"

The Chairman reported also that the Members had received a copy of a letter written by the Assistant General Counsel, Mr. Francis Cole, addressed to Peat, Marwick, Mitchell & Co. enclosing a litigation report. He said the report was a very good one.

The Chairman reported further that some turnpike bonds which had been printed in excess of requirements and which had remained in custody of the printer in Philadelphia would be moved to Cleveland to be placed in the vault of The Cleveland Trust Company. He said arrangements for doing so had been made by Fiscal Counsel.

The Chairman reported further that he had asked the Executive Director to bring the Commission up to date on the surveillance and corrective measures that were continuing on that portion of the turnpike in the vicinity of milepost 15. He said the peat bog at milepost 15 was never far from the Commission's thoughts; that it was the only place on the whole turnpike at which any natural condition had ever given the Commission any anxiety.

The Chairman said that in the absence of any questions his report would be recorded as received.

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

1. Financial report as of November 30, 1957.
2. Traffic and Revenue Report as of November 30, 1957.

3. Detail of investment transactions for December 1957.

4. Draft of the minutes of the November 5, 1957 meeting.

The Assistant Secretary-Treasurer reported further that after three months of the last four months of 1957 in which passenger cars had been below the corresponding months of the year before, the shortage had all been made up during December of 1957 with 5,000 cars to spare. He said toll revenue in December was 25% ahead of December of 1956. He said that in 1957, 11,264,000 vehicles had driven 900,000,000 miles and had paid \$16,380,000 in tolls.

The Assistant Secretary-Treasurer reported further that charge customers had accounted for 21% of all commercial vehicle trips and 23% of commercial toll revenue in 1957. He said twenty-eight customers each had had toll charges of over \$10,000 for the year. He said the customer with the most charges had had 52,000 trips and had driven 5,167,000 miles. He said two other customers each had exceeded 40,000 trips and 3,000,000 miles. He said that currently there were 87 charge accounts.

The Chairman said that in the absence of any questions the report would be accepted as received.

The Chairman of the Committee on Service Plazas reported that the Committee's activities since the last meeting had been directed mainly to the arrangement of the details for the transfer of the operation of six restaurants on the turnpike to the Howard D. Johnson Company. He said that after the transfer should be completed the Supervisor of Restaurants would pursue the duties for which he was originally employed: supervising the operations of all restaurants on the turnpike, making detailed inspections of the restaurants, and making recommendations with respect to the operations. He said that the Commission had been very fortunate in having an experienced restaurant operator available on its staff when it took over the operation of the six restaurants. He said he thought the Supervisor of Restaurants, Mr. William R. Anders, had performed splendidly.

The Chairman said the Commission was fortunate in the whole restaurant solution. He said the Commission was indebted to General Beightler for all he had done. He said the Commission was fortunate in getting an operator for the restaurants with almost universal acceptance. He said that in the absence of any question the report of the Committee on Service Plazas was accepted as offered.

The Chairman of the Committee on Budget and Finance said he had no report.

The Chairman of the Committee on Claims said the Committee was progressing as fast as it could in bringing claims to a conclusion. He said one of the reasons it took a little longer to settle some of the claims was that they were investigated from all angles before any conclusion was arrived at.

Mr. Chastang asked the Chairman of the Committee on Claims, Mr. Teagarden, about the withholding of moneys due a sub-contractor based upon some work in the Akron area. The Assistant General Counsel said that the prime contractor in that instance, The Gibson Company, had a sub-contractor, the Brock Electric Company, with which the prime contractor had been unable to settle. He said the Gibson Company had been unwilling to accept final payment from the Commission because it feared it would afterward be sued by the Brock Electric Company and would have no recourse against the Commission. He said the Commission had negotiated with the Gibson Company with the hope that it would be willing to accept final payment and so close out the contract. The Assistant General Counsel said also the Commission had indicated its willingness to make certain concessions with respect to some other items in controversy between it and the Gibson Company. He said the Committee on Claims was hopeful the matter could be brought to a conclusion in the fairly near future but there did not appear to be anything further for the Committee to do right then. He said the Commission's position was that it did not have any liability to the sub-contractor. Mr. Teagarden said he understood the only thing that was in conflict with the Gibson Company was the Commission's position that it would release the retained percentage on the contract with the Gibson Company if the company would give the Commission a letter holding the Commission harmless in case the sub-contractor should sue the Commission.

The Executive Director reported the water line for Erie Island and Commodore Perry Service Plazas had been completed and the line and the well were being chlorinated in preparation for being placed in service within the ensuing several weeks. He said the new supply of water would relieve a very serious situation at the two plazas with respect to dishwashing equipment.

The Executive Director reported further it would be necessary to replace the patrol cars in the spring. He said information had been obtained from the Indiana Toll Road Commission about the leasing of patrol cars by that Commission. He said the information had been analyzed by the Deputy Executive Director and it appeared the Ohio Turnpike Commission might make a substantial savings by leasing rather than by purchasing patrol cars. He said the Consulting Engineers



also had analyzed the information. He said a contract for leasing patrol cars would include maintenance of the cars by the leasing company. He said specifications for the leasing of patrol cars would require assurance of prompt service on maintenance of the cars. He said that leasing patrol cars would mean the Commission would have a reduction in personnel and a great reduction in inventory of automotive parts, that the Commission would have no need for half of the mechanics currently employed.

The Executive Director reported further that a Certificate of Completion of construction section C-22 had been issued on December 10, 1957. He said the construction contract involved was the last such contract to be certified complete.

The Executive Director reported further that at the end of the first two years of the operation of the entire turnpike a study of accidents which had occurred on the turnpike during that period had been initiated in an effort to ascertain the pattern which might be developing with respect to accidents. He said a diagram had been prepared of accidents which had occurred and of the frequency of accidents between interchanges. He said a further analysis was being made of accidents which had occurred in areas in which it appeared there had been the most accidents. He said some very interesting information was being developed from this study. He said the data concerning accidents which was being used in the study was that which had been put on International Business Machine cards.

The Executive Director reported further that arrangements with the Howard D. Johnson Company for transfer of operation of six restaurants to that company at 12:01 a.m. on January 14, 1958 were progressing nicely.

The Executive Director reported further that during December 1957 some motel operators in the vicinity of Youngstown had complained that some of the Commission's toll collectors were directing motorists who asked for information on a preferential basis. He said an investigation had been conducted by members of the Commission's staff and the findings of the investigation had resulted in the suspension of one toll collector without pay for several weeks at the conclusion of which the collector had been reinstated but had been reassigned to work at Eastgate Terminal instead of at the Youngstown Interchange. He said several other adjustments in assignments of toll collectors had been made also. The Executive Director said it had been found that the toll collectors were not any more at fault than the motel operators, that the latter did everything in their power to gain favor with toll collectors and

were quite jealous of each other. He said the situation was a very difficult one. The Chairman said toll collectors were not permitted to say anything to motorists inquiring about motels except that the list of motel accommodations prepared by the Commission was the only information available at the toll plaza. He said that was all the Commission could do without getting into trouble with the motel and hotel operators. He said the operators when they began to hurt from a bad season looked for extraneous reasons for their not getting the business. The Executive Director said the problem would be given continuing surveillance. He said the practice of the staff was to try to improve the service of information on motels and hotels to the public without being selective and without making recommendations of any nature.

The Chairman said that in the absence of any questions the Executive Director's report was received as offered.

A resolution ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 1 - 1958

"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 Commission's meeting on December 9, 1957, hereby are 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, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 1-1958.


There being no further business to come before the Commission, a motion was made by Mr. Teagarden, seconded by General Beightler, 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, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:22 o'clock p.m.

Approved as a correct  
transcript of the proceed-  
ings of the Ohio  
Turnpike Commission

  
Robert S. Beightler, Secretary-Treasurer