

MINUTES OF THE ONE HUNDRED TWENTY-EIGHTH MEETING
October 7, 1958

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session at its headquarters at 8080 Prospect Road, Berea, Ohio, at 11:00 A. M. Eastern Standard Time on October 7, 1958 with the key members of its staff, representatives of the Consulting Engineers, 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: Noble.

The Chairman announced that a quorum was present. He said Mr. Noble had called him the previous Thursday and had advised that he had a conflict with a meeting out of state which he could not resolve, and that he would not be able to be present.

A motion was made by General Beightler, seconded by Mr. Teagarden, that the minutes for the meeting of August 15, 1958 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: Beightler, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the motion carried with the four Members present voting in the affirmative.

The Chairman reported that the Consulting Engineers had submitted its annual report as of October 1, 1958. He said the Members formally received the report at the meeting. He said the Commission formally acknowledged delivery of the report on October 1, 1958.

The Chairman reported further that since the last meeting the Chairman had suggested the Ohio State Highway Patrol consider use of some radar experiments on the Ohio Turnpike. He said the Highway Patrol had not given its concurrence but that it was studying the matter. He said the Commission had studied the matter. He said the Deputy Executive Director had made a report and had found that radar controls were used on other similar limited access highways in Pennsylvania, New Jersey and New York. He said the Chairman had forwarded the Deputy Executive Director's report to Colonel Fred Moritz, Superintendent of the Ohio State Highway Patrol. He said Colonel Moritz was studying the report and had said he would give the Commission a report.

The Chairman reported further that the Chairman had asked the Director of Highways to give consideration to instituting some safety devices at the intersection of Routes 250 and 113 where very recently a fatal accident had occurred. He said those of the Commission who drove from Columbus to Berea were awfully familiar with the intersection and had always considered it a serious safety hazard. He said the Director of Highways had said he would consider doing something about the intersection. The Chairman said that the Commission's interest was that it recommended a route which required traffic to pass that intersection in coming to the Ohio Turnpike from Columbus and similarly situated places.

In response to a question by General Beightler the Deputy Executive Director said that inquiries made of three eastern toll roads, namely the Pennsylvania Turnpike, the New Jersey Turnpike and the New York State Thruway, indicated that radar was used extensively for speed limit enforcements on those toll roads. In response to a question by Mr. Chastang as to whether a recent radar test on the Ohio Turnpike had indicated that speed was within reason, the Deputy Executive Director said observation studies of a limited number of vehicles had been conducted. He said approximately six hundred vehicles had been studied and the survey showed that approximately fourteen percent of the passenger cars were exceeding the speed limit, approximately twenty-five percent of the trucks were exceeding the speed limit, and approximately one percent of the passenger cars were exceeding the speed limit by more than five miles per hour. Mr. Chastang said he thought the report had indicated thereby that speed was within reason on the turnpike. The Chairman said the vast majority of drivers remained within the speed limit but the trouble was that the exception was not being controlled.

The Chairman said the Chairman's report was accepted and would be recorded accordingly.

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 August 31, 1958.
2. Traffic and Revenue Report for August 1958.
3. Detail of investment transactions for August and September of 1958.
4. Draft of the minutes of the August 15, 1958 meeting.
5. Audit Report of Service Station payments for 12 months ending June 30, 1958.
6. Preliminary Budget of Income for 1959.

The Assistant Secretary-Treasurer reported further that, having received no objections to his proposal, effective October 1, 1958 the invoicing of toll charge customers had been changed from weekly to semi-monthly.

The Assistant Secretary-Treasurer reported further that with respect to the reduction in Class 8 toll rates effective July 21, 1958 it was evident that additional revenue was resulting therefrom. He said that for the first month after the change no tangible benefit was calculable. He said that same pattern had prevailed when toll rates for Classes 2 to 9, inclusive, had been reduced in June 1956. He said that late in August of 1958 the increase in Class 8 revenue had become noticeable and the trend had continued. He said that for comparison the first four weeks of September of 1958 and the same period of 1957 had been used. He said that in those two four-week periods the average miles per Class 8-trip had increased from 78.0 in 1957 to 87.4 in 1958. He said Class 8 toll revenue had increased from \$21,150 to \$27,337 or 29%. The Assistant Secretary-Treasurer said that in view of the increase in commercial traffic generally in 1958 it was assumed that part of that increase would have been gained without a reduction in the Class 8 rates. He said in an attempt to isolate the increase due to the change in rates from the increase due to normal growth the Class 8 revenue had been related to revenue for all classes 2 through 9. He said also that if Class 8 revenue in 1958 had been the same percentage of Classes 2 through 9 revenue as it was in 1957, Class 8 revenue in the first four weeks of September 1958 would have been \$23,661, or \$3,676 less than it actually had been. He said that based on 1957, the revenue for the four-week period could be

considered to be 8.59% of the year's revenue. He said on that basis the amount of \$42,800 was the projected annual revenue increase due to the reduction of Class 8 toll rates. In response to a question by General Beightler, the Executive Director said the estimate of increase was from \$37,000 minimum to \$150,000 maximum.

The Assistant Secretary-Treasurer said the increase was continuing. He said he would expect that after a couple of months the same method of comparison would result in a larger annual increase figure than the \$42,800.

The Chairman said the Commission started the fourth year of its business with the best truck day it had ever had. He said he thought that indicated the fact that the Ohio Turnpike was still being integrated in the highway system. He said more and more commercial sources of business were becoming aware of the desirability of using the facility.

The Assistant Secretary-Treasurer reported further that transfers from the Revenue Fund made the preceding Friday had resulted in the Bond Interest Account being at its maximum of one year's interest, the Reserve Maintenance Fund being credited with the entire \$1,378,000 recommended by the Consulting Engineers, and the Reserve Account being credited with \$1,310,800 toward its maximum of two year's interest. He said that at least a part of the money that had gone into the Reserve Account had been invested at 3 1/2%. The Chairman said it would be the first time the Commission had ever had the entire transfer to the Reserve Account. He said that just the thought of putting the total transfer into the Reserve Account was really remarkable.

The Chairman said the report of the Secretary-Treasurer would be accepted as offered.

General Beightler said that before offering the report of the Committee on Service Plazas he would like to mention one matter which was extraneous to the normal business at a meeting of the Commission, if it were permissible. He said the matter had to do with a very unusual honor that recently had been accorded one of the Members of the Turnpike Commission, its Chairman, James White Shocknessy. He said that in the previous September Pope Pius XII, for whom he thought all the Christian world that day was praying and hoping he would soon recover, had conferred upon the Chairman a very high honor when he had made him a Knight of the Order of the Holy Sepulchre. General Beightler said the honor was quite unusual in that it was presently held by only approximately a few hundred persons in the United States and Mr. Shocknessy was the first person in the City of Columbus to receive the high honor. He said Mr. Shocknessy

had received the honor because of his great service to his church and to his community. He said the honor had been presented, actually, by Francis Cardinal Spellman in New York City early in September. General Beightler said he was sure the Chairman had found Cardinal Spellman to be a wonderful person. He said that in 1952 when Cardinal Spellman had been his house guest for several days on Okinawa when General Beightler was serving there as Commanding General and Governor, he and Mrs. Beightler had found him to be one of the finest and one of the most pleasing guests they had ever had. He said the Commission was quite proud of the award to Mr. Shocknessy and he would like to read and have inserted in the records of the Commission an editorial from the Ohio State Journal of Saturday, September 6, 1958, titled "Arise, Sir Knight!".

"ARISE, SIR KNIGHT"

"The investiture of James W. Shocknessy, Columbus attorney and chairman of the Ohio Turnpike Commission, with knighthood in the Order of the Holy Sepulchre, is a signal honor not only to him but to the diocese in which he is the first to receive the white cape of the organization dating back to the first Crusade.

"The conferring of knighthood on Mr. Shocknessy is a mark of recognition of his service to church and community coming to him directly from Pope Pius XII. The setting for today's ceremony, St. Patrick's Cathedral in New York City, and the investiture by Francis Cardinal Spellman add color and distinction to the notice taken by his church of Mr. Shocknessy's many contributions to religious and civic endeavors.

"To his other distinctions, Mr. Shocknessy, a colorful and energetic citizen, now adds the title of Sir Knight which he assuredly will wear with his customary pose to the pleasure of his many friends and associates."

The following editorial titled "Shocknessy's Rare Honor" appeared in the Columbus (O.) Evening Dispatch of September 6, 1958.

"SHOCKNESSY'S RARE HONOR"

"The rare honor that has come to Ohio's Turnpike commission chairman, James W. Shocknessy, marks him as one of the outstanding Catholic laymen in the United States.

"His investment as a Knight of the Order of the Holy Sepulchre,

an ancient and distinguished ecclesiastical organization dating from the First Crusade in 1099, by Pope Pius XII, is in recognition of his religious interest and devotion.

"Mr. Shocknessy is the first layman of the Columbus diocese to receive the honor, and currently is one of only about 200 in the United States to be singled out for the distinction.

"Thus the recognition reflects especially bright in this area, where Mr. Shocknessy has been so active for so many years in works of a religious and civic nature.

"The selection of Mr. Shocknessy for this seldom bestowed honor is a source of deep satisfaction for his many friends throughout the state and, of course, a matter of reverent gratefulness and happiness for himself.

"In a day and age when so many values are measured by materialistic successes alone it is comforting to realize that among us are men whose interests and devotions go beyond the merely worldly and ephemeral. "

The Chairman said to General Beightler that he was grateful to him for all he had said. He said General Beightler was very kind. He said he had never been sure what the reasons were that the honor had been conferred upon him, but certainly one of the reasons had been his service on the Commission so that he thought all of the Members could share in whatever honor there was in Knighthood for him. He said the Knighthood was one more thing to live up to and he would try to do so and would pray God he would succeed.

Mr. Teagarden said he also wished to congratulate Mr. Shocknessy upon the Knighthood conferred on him.

General Beightler reported as Chairman of the Committee on Service Plazas that the Committee had decided to invite the three restaurant concessionaires to submit plans for proposed changes in the arrangement of gift shops in the restaurants. He said that in several restaurants expansion of the gift shop had left only a comparatively small opening in the lounge. He said that was not satisfactory and acceptable but that the concessionaires should be permitted to expand the gift shop somewhat from the space the Commission originally had provided for them.

General Beightler reported further that the Committee on Service Plazas recommended that air conditioning be installed in the men's rest

rooms at all service plazas and that the Commission should pay for the installation since it would be a capital improvement. He said the estimates for having the work done by contractors was about \$2400 for all the restaurants but that the work might be done during the winter by the Commission's own forces at a cost of perhaps \$1500 or less. He said that if the Commission had no objection the work would be done by the Commission's own forces.

The Chairman said that in the absence of any questions the report of the Committee on Service Plazas would be accepted as offered.

Mr. Chastang reported as Chairman of the Committee on Budget and Finance that the committee had met several weeks prior to the meeting and had prepared a proposed budget for 1959, copies of which had been sent to the Members. He said a representative of the Consulting Engineers, Mr. J. M. Worthington, had attended the meeting of the Committee and was in accord with the budget as prepared and submitted. He called attention to a letter addressed to the Members by the Executive Director under date of September 26, 1958 in which he set forth the action of the Budget and Finance Committee and stated the estimated income of the Commission for 1959 to be \$21,450,000. Mr. Chastang said the Commission's estimated current expenses for 1959 were \$4,845,600. He said the estimates of revenue had been prepared by the Comptroller who was nearly always pretty accurate on estimates. He said if the Commission should hold to the estimated income and if its operating expenses should be in accordance with the budget, it would have sufficient money to service the various accounts it was required to service.

General Beightler said he presumed the Commission would actually be operating a little under the estimated budget insofar as insurance was concerned. Mr. Chastang said the Commission had saved \$7,900 on one insurance policy, which indicated that in the future there would be a greater savings. General Beightler said the Commission was obtaining insurance in the same manner that he inaugurated when he was Executive Director when the Commission invited proposals but did not advertise for bids.

Mr. Teagarden said he thought the preliminary budget had been very well prepared, that the detail was very thorough, and that the budget was very easily understood. Mr. Chastang thanked Mr. Teagarden on behalf of the Committee.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered.

A resolution adopting preliminary budget for the fiscal year 1959 was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 22-1958

"WHEREAS it is provided by §505 of the trust agreement dated June 1, 1952, between the 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, that, on or before the 20th day of October in each fiscal year, the Commission will adopt a preliminary budget of income and current expenses for the ensuing fiscal year;

"WHEREAS the Commission's executive director and comptroller have submitted a preliminary budget and current expenses for the fiscal year 1959 to the Commission, and have recommended the adoption thereof, and said budget is now before the Commission; and

"WHEREAS all reasonable requests of the consulting engineer as to the classifications in which such budget shall be prepared have been complied with, and the consulting engineer has advised the Commission that said budget classifications meet with its approval and that it has no further requests with respect to said classifications;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following:

"Preliminary Budget of Income and Current Expenses

1959

"Income \$21,450,000

"Current Expenses

Administration & Insurance \$ 863,600

Operations \$ 3,856,000

Trust Indenture Expense \$ 126,000

Total Current Expenses \$ 4,845,600

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said budget with the trustee and to mail copies thereof to the consulting engineer and to the principal underwriters forthwith. "

The representative of the Consulting Engineers, Mr. John J. Jenkins, Jr., said the statement in the resolution was satisfactory as far as he was concerned.

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 declared the resolution adopted with the four Members present voting in the affirmative. The resolution was identified as No. 22-1958.

Mr. Teagarden reported as Chairman of the Committee on Claims that the Commission still had six claims under analysis. He said the Committee was hopeful that very soon it could bring some of those to a conclusion. Mr. Chastang said that the Committee on Claims probably had done more effective work and probably had put in more time than all the other committees combined. He said the Committee was to be complimented on the expeditious manner in which it had handled the claims. The Chairman said that with all due respect to Mr. Chastang and Mr. Teagarden, the Committee on Service Plazas had spent an awful lot of time and had done an awful lot of work. He said he thought everybody had done a lot of work. He said he found every time any Member of the Commission was to head up a Committee he had done the job faithfully and well and that the staff people certainly did uphold the committee chairmen.

The Chairman said the report of the Committee on Claims was received and accepted as offered.

The General Counsel said eight cases had been disposed of in the last three months and three new ones had been filed in the same period. He reported with respect to the case styled Ohio Turnpike Commission vs. J. Russell McKarns that the Court of Appeals was holding up final filing of its own entry until October 16, 1958 and that the Commission had asked to go back to the Court in connection with that entry. He said the matter of another structure that was being

built on the farm involved in the McKarns case had come up and the Commission's attorneys wanted to have that matter considered by the court.

The Chairman said that in the absence of any questions the General Counsel's report was accepted as offered.

The Executive Director reported that the third annual report of the Consulting Engineers had been submitted under date of September 26, 1958. He called attention to the recommendation made by the Consulting Engineers in its report in accordance with provisions of Section 505 of the Trust Agreement that the sum of \$600,000 be credited to the Reserve Maintenance Fund in the calendar year 1959. He said that on page 75 of the report the Consulting Engineers recommended the replacement of the existing fleet of 48 two-ton dump trucks and the retention of eight of the dump trucks for use as fire-fighting equipment. He said the cost of replacing the 48 dump trucks was estimated at \$154,000. He said the trucks would be four years old the next summer and were expensive to operate.

The discussion developed that the Consulting Engineers and the Executive Director contemplated that the money for replacing the dump trucks would come from the Reserve Maintenance Fund. The Chairman said the \$600,000 should be for items other than items like replacing dump trucks because trucks could be bought any day it was desired to buy them. He said the replacement of trucks was an operating expense which could be included in the budget.

The Comptroller pointed out that \$1,378,000 had been put into the Reserve Maintenance Fund in 1958 and that it had been intended that most of that money might be used for service plaza paving. He said it had turned out that perhaps \$750,000 of that money would be used for service plaza paving, leaving approximately \$600,000 that was not earmarked for anything specific and would be carried over into 1959 in the Reserve Maintenance Fund.

The Chairman said the Reserve Maintenance Fund should be restricted to those items which it was required to service. He said the service plaza paving was a capital investment. The Comptroller said that replacement of equipment was one of the purposes of the Reserve Maintenance Fund as spelled out in the indenture. General Beightler asked the Consulting Engineers whether it was normal to use Reserve Maintenance Fund money for the purchase of equipment. Mr. Fred S. Cresswell, a representative of the Consulting Engineers, replied that it was normal procedure to do so if the replacement was of equipment

such as trucks which would be replaced every four or five years. He said such replacement was a proper expenditure from the Reserve Maintenance Fund under the terms of the Trust Agreement. He said such expenditures were made in connection with other facilities of the nature of the Ohio Turnpike with which he had had experience. He said such an expenditure was proper and legal.

The Chairman said it was all right to make such an expenditure but that it was not required to make such an expenditure from the Reserve Maintenance Fund. He said the amount that was being set aside for the Reserve Maintenance Fund did not necessarily have to be too extreme. He said the Reserve Maintenance Fund could only come into being after two interest payments were available so that he was not enthusiastic about using the Reserve Maintenance Fund for anything that the Reserve Maintenance Fund did not have to be used for and certainly the replacement of day-to-day equipment did not have to come from the Reserve Maintenance Fund. He said that once such replacement was started the question would be where it would stop. General Beightler said he thought the Chairman was right. General Beightler said also he had assumed that the Pennsylvania Turnpike Commission had not spent anything from its Reserve Maintenance Fund until it was necessary to resurface portions of the Pennsylvania Turnpike. The Chairman said that was precisely what he thought because the Reserve Maintenance Fund came into being only in a very restricted fashion and therefore should be accumulated for such things as General Beightler had mentioned such as resurfacing of pavement.

Mr. Chastang said that maybe technically or legally the Commission might use the Reserve Maintenance Fund for typewriters or trucks or automobiles and so on but that it was a better system of accounting if trucks and other miscellaneous items were purchased out of operating funds. He said he had always thought that the intent was that the Reserve Maintenance Fund was for use in the improvement or maintenance of the highway itself and its facilities as distinguished from trucks and other things that went into maintenance.

General Beightler said the Reserve Maintenance Fund should be used for something that was abnormal or unusual in the way of maintenance requirements such as extensive resurfacing.

Mr. Teagarden said he did not quite agree with the other Members. He said the replacement of trucks should be considered the same as the repair of the highway. He said if a new highway were built and eventually had to be repaired it was no different than a truck that was worn out and had to be replaced. He said he did agree that the

Reserve Maintenance Fund ought to be held for the purpose for which the original transfer to the fund was made, namely, the repair of the roadway itself. He said however, that he did not consider the replacement of trucks any different than the repairing of the roadway.

The Executive Director said discussion of individual items with respect to equipment would be reserved until such time as occasions should arise that equipment would need to be replaced, at which time the detail would be presented to the Commission.

The Executive Director reported further that since the last meeting the Supervisor of Patron Services, Mr. Morton Coles, and the Sanitarian assigned to restaurants, Mr. Lyle Kibbel, had resigned to accept substantially better positions. He said it was not expected that it would be necessary to replace Mr. Coles. He said Mr. Coles' duties in connection with disabled vehicle services, fire protection service and ambulance service had been transferred to the Traffic and Safety Engineer, Mr. B. W. Bowman. He said Mr. Coles' duties in connection with service stations and lost-and-found had been transferred to the Supervisor of Restaurants, Mr. William R. Anders. He said it was not expected that it would be necessary to replace Mr. Kibbel for the present. He said it was hoped that the operators of the restaurants would be able to maintain the high standard of sanitation currently prevailing without surveillance on the part of the Commission. He said that should it appear that the operators were failing in that respect, it would be necessary to again add a Sanitarian to the staff. He said Mr. Kibbel also had acted as assistant to the Supervisor of Restaurants and that it would be necessary to provide an assistant to the Supervisor of Restaurants during the summer months.

He said grievances presented by six employees at the Canfield Maintenance Section had been referred to the Committee on Employee Relations which had heard the employees orally at a meeting held on Wednesday, October 1, 1958. He said the Committee had reported it would be necessary to interrogate several other employees before making its recommendations.

The Executive Director reported further that he would like an expression from the Commission with respect to the possibility of accepting a \$1,000 deductible policy for the all-risk insurance for toll plaza buildings, maintenance buildings and the headquarters building. He said experience had indicated that the savings on the premium would be greater than the recovery of claims of less than \$1,000. He said that, having full coverage, the staff felt obliged to file claim for any possible claim regardless of the amount. He said also that claims filed over the previous three years had amounted to \$1737 and that quotations received included a

premium for a \$1,000 deductible policy which would be about \$2,200 less than the premium for full coverage. He said it would be to everybody's advantage to take a deductible under the policy so that the Commission would not be faced with the requirement of filing claims against the insurer for small amounts. He said the Commission could well afford to assume the responsibility and the burden of any \$1,000 claim. General Beightler, Mr. Teagarden and Mr. Chastang each said the \$1,000 deductible policy was a good idea. The Executive Director said he would proceed with the insurance on that basis.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered.

The Chief Engineer reported that service plaza paving contracts P-9, which involved Mahoning Valley and Glacier Hills Service Plazas; P-15, which involved Fallen Timbers and Oak Openings Service Plazas; and P-16, which involved Tiffin River and Indian Meadow Service Plazas, were completed except for minor clean-ups. He reported also that contracts P-10, which involved Portage and Brady's Leap Service Plazas; P-13, which involved Commodore Perry and Erie Islands Service Plazas, and P-14, which involved Blue Heron and Wyandot Service Plazas, would be completed that week. He said progress on contract P-11, which involved Great Lakes and Towpath Service Plazas, was proceeding very slowly and could be in trouble for completion in 1958 if there was not a substantial improvement in progress. He said the contractor had been called in for a conference with the Commission and the contracting engineers on October 1, 1958 and had been requested to take the necessary steps to improve the progress of his contract. The Chief Engineer said considerable improvement in progress had been noted in the past few days.

The Chief Engineer reported further that contract P-12, which involved Middle Ridge and Vermilion Valley Service Plazas, had been delayed due to rejection of the fine aggregate being used by the contractor. He said the contractor had located a new source of sand and had started paving on September 24 and that progress since that time had been satisfactory.

The Chairman said the Chief Engineer's report would be accepted as offered.

The Director of Information and Research reported that traffic promotion had always been the chief activity of the department. He said the necessity for a traffic promotion program became apparent the third day after the entire turnpike was opened in October 1955. He said it

early became apparent also that it would be necessary to tell prospective users of the turnpike how they might use it and even how they could get to it. He said that in conducting the traffic promotion program the department had one man on the road continuously to call on truck operators and on automobile clubs and other touring agencies. He said recently the Commission's traveling representative had begun to include calls at military installations and at colleges and universities as places where it would be possible to reach groups of people who traveled frequently. He said another employee of the Department of Information and Research occasionally traveled to certain of the larger cities to call on automobile clubs and other touring agencies and travel editors of newspapers. He said the full-time traveling representative had made 659 calls so far in 1958 and that 187 of those calls had been on private truck operators, 145 on motor carriers, and 265 on automobile clubs, and the balance on trucking associations of various states.

The Director of Information and Research reported further that the Commission had several exhibits which in 1958 had been shown at a travel show, a sportsmen's show, a boating show and a safety conference and the Michigan State Fair. He said the purpose of the exhibits was to try to reach the individual motorist. He said the department corresponded with organizations in cities adjacent to the Ohio Turnpike to suggest that persons attending the conventions travel via the Ohio Turnpike. He said truck stops all over the country had been circularized with maps and schedules of tolls because it had been learned that truck drivers frequently asked information about turnpikes at truck stops. He said requests for pamphlets and maps received from automobile clubs, truck stops, travel agencies, and individuals during September alone had involved a total of 160,000 pieces of literature. He said that in 1959 the program of calling on truck operators and travel bureaus might be expanded to Texas and perhaps to California which had become the second largest state in the union in population.

The Chairman said the report of the Director of Information and Research would be accepted as offered.

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

Resolution No. 23-1958

"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 August 15, 1958, 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, Chastang, Beightler, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with the four Members present voting in the affirmative. The resolution was identified as No. 23-1958.

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.

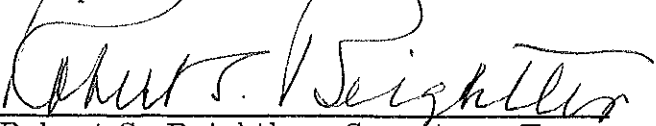
A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Teagarden, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:40 A.M. Eastern Standard Time.

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


Robert S. Beightler, Secretary-Treas.

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