

MINUTES OF THE ONE HUNDRED THIRTY-SIXTH MEETING
November 3, 1959

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Hearing Room 2 of the Departments of State Building in Columbus, Ohio at 11:00 o'clock A.M. on November 3, 1959 with the key members of its staff, representatives of the Consulting Engineer, of the Trustee, of the Auditor of State, of the Ohio State Automobile Association, 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: Chastang, Beightler, Teagarden, Preston, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by General Beightler, seconded by Mr. Chastang, that the minutes for the meeting of September 15, 1959 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. The Chairman said he had made two specific corrections. He said he had deleted from resolution No. 13-1959 the name of the Federal Reserve Bank of Cleveland because the Federal Reserve Bank of Cleveland's name had not been changed. He said he had changed also resolution No. 16-1959 because he thought the meeting in July had not been adequately described. He said the July meeting was convened on the 21st and reconvened after recess on the 29th. He said he had therefore changed the wording of the resolution so that it read "RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting of July 21, 1959 and since the said meeting as reconvened on July 29, 1959, hereby are ratified, approved, and confirmed."

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

Ayes: Beightler, Chastang, Teagarden, Preston, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman reported that one of the most important matters which had been handled by the staff since the last meeting was the conference at Berea on October 29, 1959 on overlength tandem trailer combinations.

The Chairman reported also that the traffic and revenue for the month of October were better than for October 1958 but that the revenue did not exceed that of October 1958 by the percentage by which revenue for the first nine months of 1959 exceeded the revenue for the same months of 1958. He said he believed the reduction in increase in the Commission's revenue for the month of October as compared with that for the month of October 1958 was due to the steel strike.

The Chairman reported also that there was a letter from the Cleveland Automobile Club which he read as follows:

"October 28, 1959

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

"Dear Mr. Shocknessy:

"Ever since the establishment of modern toll roads, the Cleveland Automobile Club has maintained that emergency road service on these roads was an obligation of the authority operating the toll highway. The motorist using these highways is a captive and in case of breakdown, is left stranded without the privilege of the selection of service for his car. He must use the services of the garage which has been granted exclusive service privileges by the Turnpike Commission.

"This has resulted in many complaints, regarding prolonged delays, poor service and overcharging. The long delays also create a safety hazard and result in many rear end accidents. Such accidents are the single biggest cause of crashes on most Toll roads.

"Recognizing these facts, the New York Thruway authorities have announced that they will provide a limited free emergency service to all motorists using the New York Thruway. The Cleveland Automobile Club believes their decision is sound and in keeping with their obligation to motorists using their facilities.

"We urge the Ohio Turnpike Commission to adopt the same policy as soon as possible.

"The motorists who are paying the equivalent of an extra gasoline tax of nearly 20¢ a gallon for the privilege of using the Ohio Turnpike are entitled to something more than dangerous long delays, poor service, and exorbitant fees when they have a breakdown.

"Studies we have made from member's reports over a period of years indicate that average service costs on toll roads are nearly twice that charged on adjacent free roads and average waits for service are approximately 1 hour and range up to 4 1/2 hours.

"We do not wish to be too critical of the garages under contract to serve motorists on the Turnpike. The rigid requirements of their contracts and the distances involved make efficient and economical service impossible.

"In fairness to the hundreds of thousands of motorists using the Ohio Turnpike annually, we urge that this matter be given your prompt consideration.

"Cordially yours,

(Signed)

M. Q. Allyn

"M. Q. Allyn,
General Manager

"MQA/gk"

The Chairman said the letter had been delivered at the Commission's headquarters at Berea but had been released to the newspapers before he had a chance to see it.

The Chairman said also that because the Cleveland Automobile Club was an agency entitled to respectful consideration of its views and because the Commission was entitled to be advised in proper respects as to the Club's proposals and also whether or not the American Automobile Association and the Ohio State Automobile Association were responsive to and had coordinated the request he had replied to the Club and invited it to send a representative to the meeting. He said he subsequently had been informed by the Secretary of the Ohio State Automobile Association, Mr.

J. Russell Lloyd, that it would not be convenient for the General Manager of the Cleveland Automobile Club to come to the meeting and that Mr. Lloyd would appear at the meeting and make a statement. The Chairman said he thereafter had received a telegram, which he read, as follows:

"Regret that previous commitment prevents my attendance at Commission meeting tomorrow. J. Russell Lloyd, Secretary of Ohio State Automobile Association will attend. The President of the American Automobile Association has expressed a desire to have a representative of that association appear with representatives of the Ohio State Automobile Association and the Cleveland Automobile Club at a future meeting of the Commission to present the views of these organizations regarding emergency service on the Ohio Turnpike. We believe it would be very helpful if the Commission would schedule a meeting in the near future devoted to this subject when all interested parties could present their views.

"M. Q. Allyn Cleveland
Automobile Club"

The Chairman said the Cleveland Automobile Club should have been adequately prepared to present its views to the Commission at the meeting if it was not precipitate in sending the letter. He said that since the letter had been received the staff of the Commission had made an effort to find out precisely what the New York State Thruway Authority and other turnpike authorities were doing to meet the problem of emergency service with which all limited access highways were confronted. He said the automobile associations did not have any greater interest in improving the service than the Commission did. He said the Commission recognized it had a problem. He said the Director of Highways of Ohio was going to have a problem on limited access highways of the state of Ohio. He said the problem on the turnpike came not because the turnpike was a toll highway but because it was a limited access highway. He said the incident of toll did not make the difference because the Ohio Turnpike tolls were not based on anything except the requirements of its financing. He said the Commission was not out to make a profit beyond the requirements of the financing.

The Chairman said also that Mr. Lloyd and the Commission over a period of years had discussed the subject of emergency service and had an understanding that from time to time the subject would be examined by the Commission as the Ohio State Automobile Association might choose to seek examination or as the Commission itself might determine it should be examined. He said a special meeting as requested

by Mr. Allyn was not necessary although, if Mr. Allyn would demonstrate that he was ready to present the facts and if the facts warranted a special meeting, the Chairman of the Commission would have no hesitation in calling a special meeting. He said the Commission was entirely receptive to the thoughtful views of the Associations representing vast numbers of American motorists and would give their views respect and consideration. He said there were definite matters the Commission was entitled to be advised about whenever it should meet with the representatives of the Associations and he identified them as (1) the respective positions of the American Automobile Association, the Ohio State Automobile Association and the Cleveland Automobile Clubs, (2) the precedents which the Cleveland Automobile Club cited as having been established elsewhere, and (3) the responsibilities which the Cleveland Club and the national and state Associations had to the motorists, especially to the motorists who were members of the Club and the Associations. He said the subject was not a bludgeon which could be hurled at the Commission for discussion without good, clear and full examination. He said he would give Mr. Lloyd an opportunity to make any remarks he chose.

Mr. Chastang said Mr. Allyn, in addition to presenting his views as to free service to motorists, ought also to present statistics as to the charge he had made in his letter of unsafe operation of the highway by reason of the failure to render free service. He said the Commission was trying to operate the safest turnpike in the world and was probably doing it and when anyone had a serious charge such as that one it was up to him to present the facts.

With the permission of the Commission the Chairman introduced Mr. Lloyd as the Secretary of the Ohio State Automobile Association and the man with whom the Commission had dealt with over the years very pleasantly and whom it respected as a man of prudence and good judgment to make a statement.

Mr. Lloyd said it had been his Association's pleasure in representing the organized motorists of Ohio to work with the Commission through various staff members and various members of the Commission. He said the Association's suggestions had always been well received although not always acted upon as presented. He said he had already made it clear that he was not the author of the letter and that, had he been consulted on it, the letter possibly would have been handled somewhat differently.

Mr. Lloyd said also that a statement had appeared in The New York Times a short time before to the effect that the New York State Thruway Authority was considering some type of expanded emergency

service. He said the Association had attempted to ascertain just what the program of the Authority might include but had been informed by a representative of the Authority that it had not formalized the program to the point that it wanted to issue a public statement about it so that the Association was not fully informed as to just what the Authority proposed to do. He said he understood the New Jersey Turnpike Authority was giving consideration to an emergency service program of some kind.

Mr. Lloyd said also that anything in the direction of making such service on turnpikes more easily available to motorists was desirable. He said that over the years his Association had suggested various methods that would be desirable in handling emergency service on the Ohio Turnpike. He said the suggested methods involved a subsidized service or something of that nature.

Mr. Lloyd said he was quite well aware of the fact that the Automobile Associations anticipated some problems with the limited access highways in Ohio. He said he had had conversations with the Director of Highways on possible ways to alleviate the difficulty when the limited access highways would be opened but the Associations did not yet have formal recommendations to make. He said discussions of improvements in service to stranded motorists on the Ohio Turnpike should be at the staff level before reaching the Commission. The Chairman agreed. He said the letter had been hurled at the Commission without any discussion with its staff people. Mr. Lloyd said the American Automobile Association, the Ohio State Automobile Association, and the Cleveland Automobile Club would like to make a presentation when it could be properly documented and supported with some basic facts on service. He said that when it would have become clear how the program of the New York State Authority was going to work, when the plans of the New Jersey Turnpike Authority would have been learned and, it would have been seen how they were going to work, and when the Associations would have come up with some firm suggestions, he would like to have the opportunity of appearing before the Commission in behalf of the American Automobile Association, the Ohio State Automobile Association, and the Cleveland Automobile Club.

The Chairman said Mr. Lloyd could be sure he would get the hearing and that there would be a conference. He said the Commission wanted to work with everybody who was interested in improving service to the American motorists.

Mr. Chastang asked whether Mr. Allyn's letter constituted in effect a complaint about the cost of service on the turnpike. Mr. Lloyd replied that cost was an element. He said the automobile club providing

service for members naturally was interested in cost the same as the Commission was interested in cost of various operations on the turnpike.

Mr. Preston said he felt it was proper that all agencies concerned put emphasis on the very important subject of service but he thought bad taste was a mild statement as to the manner in which the matter had been brought up. He said as Director of Highways he would invite suggestions and comments from the automobile associations as to services on the lengthy sections of limited access highways the Department would be opening in the near future. He said the subject had been one of the greatest concerns the Department had and that the Department was almost at a loss as to how properly to handle the need for motor services. He said there were certain regulations of the federal government that made it almost impossible to do the things the Department knew were essential. He said that once the discussion of the problem got into the right order and right procedure it could be very interesting. He said he would like to suggest that the discussion be broadened to include freeways. He said he hoped the matter could be handled in a manner more proper than the blast the Associations had hurled at the Commission.

General Beightler said he was concerned lest the public get the impression from the publicity resulting from Mr. Allyn's letter that the Commission was gouging the unfortunate motorist on the turnpike for emergency services when actually the Commission got nothing from such services whatsoever. He said the letter should have been documented. Mr. Lloyd said the service on the turnpike to the best of his knowledge had improved immeasurably since the opening of the turnpike.

The Chairman said that in the absence of any further comments the Chairman's report would be accepted as offered.

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

1. Detail of investment transactions for September and October 1959.
2. Auditors' report of service station payments to Commission for 12 months ending June 30, 1959.
3. Financial Report as of September 30, 1959.

4. Traffic and Revenue Report for September 1959.
5. Budget Report, First Nine Months of 1959.
6. Draft of the minutes of the September 15, 1959 meeting.

The Assistant Secretary-Treasurer reported further that a check for \$1596.90 had been received September 29, 1959 in full settlement of the robbery loss at Interchange 16 on August 21. He said the amount of the loss had been accurately determinable because the count had been completed and deposit slips made out just before the robbers entered. He said the payment by the insurance company was for the full amount taken. He said the same insurance policy covered the embezzlement case of a collector at Eastgate Terminal. He said the amount in that instance could not be determined but the insurance company had offered no objection to the Commission's method of estimating the loss. He said the Commission and the company agreed to defer settlement to see if any pertinent information would be disclosed at the trial of the collector.

The Assistant Secretary-Treasurer reported further that early in October 1959 an investment of slightly over two million dollars had been made at a 4.82% yield. He said the Commission had \$8,444,000 of securities coming due the 15th of November for which the government had offered in exchange a 4-3/4% one-year certificate or a 4-7/8% four-year note. He said the Commission would be able to take advantage of the 4-7/8% yield on \$350,000 in the Reserve Maintenance Fund and perhaps would end up with about \$4,250,000 of the 4-3/4% issue in the Reserve Account. He said the remainder would be needed for the December 1, 1959 interest payment on the Commission's bonds.

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

The Executive Director reported that from time to time the staff had kept the Commission informed of the program of the trucking industry to effect economies in its operation on the toll highways through the use of overlength tandem trailer combinations and of the progress of this type of operation on the New York State Thruway and the Massachusetts Turnpike. He said that because a number of trucking firms had expressed an interest in operating tandem trailers on the Ohio Turnpike, those firms having expressed such an interest were invited to confer with the staff in Berea on October 29, 1959. He said invitations were extended also to the staff of the Indiana Toll Road Commission which was represented at the conference by its General Counsel, Robert L. McMahan; Director of Public

Relations, Farwell Rhodes, Jr., and the Resident Engineer of its Consulting Engineer, Harry B. Brown. He said the Ohio Turnpike Commission was represented by its General Counsel, Comptroller, Deputy Executive Director, Director of Information and Research, Assistant General Counsel and Executive Director and the Resident Engineer for the Consulting Engineer. He said twelve different carriers sent the total of twenty-two representatives and the Ohio Trucking Association, Indiana Motor Truck Association and the American Trucking Associations, Inc. had representatives in attendance.

The Executive Director said also the agenda for the conference included discussions of safety of operation of overlength tandem trailers, safety of that type of operation as it related to other traffic, facilities required to handle tandem trailer operation, economies of operation, equipment expected to be used, volumes of traffic, axle loads and gross loads, detailed specifications for such operation, and tolls. He said that as a result of the conference the industry designated a committee to work with the staffs of the Ohio Turnpike Commission and the Indiana Toll Road Commission to determine if practicable ground rules for a trial operation on the two roads could be developed. He said the next conference would be held November 19, 1959 at the Berea headquarters.

The Chairman said he wanted to make it clear that the Commission had made no determinations at all of the ultimate but was receptive to the possibility of permitting a trial operation.

The Executive Director said that even a trial operation would require a great deal of preparation even as to the equipment to be used by the trucking industry. He said the tractors that would be used generally would be specially constructed. He said the first trailer of a tandem trailer combination would have to be specially constructed so that it would have the strength to pull the second trailer. He said time would be required to obtain equipment the trucking industry would need. He said a trial operation would present problems to the Commission such as the inability of existing toll classification equipment to handle nine axles, which was the most that could be expected on tandem trailer combinations. He said the staff thought it could cope with the problems on an experimental basis without too much difficulty. He said if the operations should subsequently be made permanent, modification of the equipment would be required and the Commission would be required to provide space for assembling the combinations and breaking them up because they would not be permitted on public roads.

Mr. Chastang asked whether the turnpike ramps would take care of the large vehicles. The Executive Director replied that a demonstra-

tion of such a vehicle on the turnpike proved it had no difficulty whatsoever in negotiating the ramps or the roads at the service plazas, that it could make a U-turn at a toll plaza, and that it was able to maintain proper speed. He said it was hoped to require the combinations to maintain a minimum speed of 25 miles an hour on upgrades.

General Beightler asked whether an estimate had been made as to what the capital investment of the Commission might be in providing areas for making up and breaking up the combinations. The Executive Director said the information currently at hand was that the New York Thruway Authority was constructing six such areas with a penetration macadam pavement at an estimated cost of \$15,000 per site. He said the areas were being constructed in locations to accommodate the needs of the industry operating tandem trailer combinations on the New York State Thruway. He said a survey of industry representatives at the conference on October 29 indicated that makeup - breakup areas would be required on the Ohio Turnpike at four interchanges: Maumee - Toledo, Cleveland, Akron, and Youngstown.

General Beightler asked what the Consulting Engineer had to say on the matter. Mr. Fred S. Cresswell, a representative of the Consulting Engineer, said the Consulting Engineer had analyzed the typical New York State Thruway tandem trailer combination and had found it caused some overstress on a typical bridge. He said the Consulting Engineer did not consider the overstress sufficiently great to be of concern. He said overstress constituted anything over 18,000 pounds per square inch on steel.

Mr. Chastang asked whether the Commission would have the problem of new mechanism at the toll gates to insure the counting of tolls. The Executive Director said some modification in existing equipment would be required and the Commission had asked the International Business Machines Corporation to present some estimates.

General Beightler asked how operation of tandem trailer combinations would result in more traffic and revenue for the turnpike except for such traffic as might be diverted from the railroads. The Executive Director said there was still a lot of traffic crossing the state of Ohio from one border to the other that should possibly be on the turnpike but was not on the turnpike. He said efficiencies and economies of tandem trailer operation quite likely would force a great deal of that traffic on to the turnpike.

Mr. Chastang asked that consideration be given to recovery of the Commission's capital investment in event of tandem trailer combin-

ation operation.

The Executive Director said tandem trailer combinations currently were being operated on the New York State Thruway and the Massachusetts Turnpike. He said the Pennsylvania Turnpike Commission had not been receptive to double bottom operation primarily because combinations of vehicles were illegal in Pennsylvania.

Mr. Chastang asked Mr. Preston whether the Department of Highways attributed an abnormal number of accident incidents on the state highways to the length of vehicles. Mr. Preston said that from information he was familiar with he did not believe the length of vehicles that was within the legal length was a significant factor. Mr. Preston said also he did not want to leave the impression he was trying to diminish the danger of truck and oversize vehicles on highways but he did not believe that length as such contributed in a disproportionate manner to incidents.

General Beightler said he would want to see some real figures on possible economic benefits from operation of tandem trailer combinations. The Executive Director said it was too early to make any recommendation of any phase of such operation because of lack of sufficient data.

The Executive Director reported further that in connection with the plan to utilize the fascia beams of overhead bridges as an appropriate location for informational signing, consideration had been given to the needs for messages. He said out-of-gas incidents served by disabled vehicle contractors during the months of June, July and August of 1959 had been charted and it had been found the disabled vehicle contractors had served 2,266 out-of-gas disablements during the period. He said approximately 28% or 648 incidents had occurred within 15 miles beyond a service plaza on the turnpike. He said it had been determined that 15 miles was the average distance a car could travel after a gasoline gauge indicated empty. He said the determination was based on the assumption that most fuel tanks had a minimum reserve of between one and two gallons of fuel after the gauge registered empty. He said on that basis it could be presumed that the gas gauges of the 648 vehicles had registered empty when the vehicles were passing service stations. He said all 2,266 incidents had occurred within 21.5 miles beyond either a service plaza or an interchange because that was the greatest distance a vehicle could travel on the Ohio Turnpike without passing a location where fuel could be obtained. He said although the incidents of vehicles running out of gas were few when related to total traffic - approximately 1 in 1800 vehicles - they did represent a sizable number of vehicles in

distress. He said incidents serviced by the disabled vehicle contractors averaged about 25 per day during the three-month period and in addition there had been an estimated 16 incidents per day serviced by other means for an average of 41 incidents per day. He said the incidents had occurred only because the patrons involved had failed to notice their gas gauges were registering empty. He said that perhaps a few reminders at carefully selected locations might be of service to the neglectful motorist. He said it was hoped to have the plan for the signs completed in time for mounting them as soon as temperatures would warm the steel beams the following spring. He said the reflective sheeting expected to be used for the signs could not be made to adhere to cold steel.

The Executive Director reported further that more and more the burden of handling fires on the turnpike had become the responsibility of the Commission's maintenance department. He said the condition was not unexpected even though local fire-fighting units had an equal responsibility. He said the turnpike passed through fire jurisdictions of 57 authorities, most of which were serviced by volunteers. He said that was an average of 4.2 miles per jurisdiction. He said that because of that condition many fire companies were required to travel circuitous routes to reach the location of a fire on the turnpike within its jurisdiction. The Executive Director said that during 1958 there had been 167 fire calls on the Ohio Turnpike and Commission-owned equipment had responded to all the calls and local authorities had been called upon in 32 incidents.

The Executive Director said also that the conversion of eight used two-ton trucks into fire trucks had been completed. He said one fire truck was stationed at each of the eight maintenance buildings. He said the new fire trucks would permit earlier response to fire calls than could be obtained with the fire trailer units previously used. He said the fire trucks were ready to go immediately upon receipt of a call whereas a delay often had been encountered in obtaining a suitable vehicle to pull the fire trailers. He said that while the new trucks should increase substantially the efficiency of fire-fighting operation they were not equipped to handle a major fire, which would still require the assistance of local authorities. He said it was hoped the increased efficiency of the equipment and the proper training of personnel would minimize the incidents of major proportions. He said each year the Ohio State Department of Education had cooperated with the Commission in conducting fire training schools for the Commission's maintenance employees and that the school for 1959 would be held during that week.

The Executive Director reported further the tabulated results of 303 reports of daily inspection at Tiffin River Service Plaza with respect to the situation created by operation of a pig farm adjacent to

the service plaza. He said odors had been observed on three days inside the service plaza building, on 42 days on the outside of the building, and on 35 days in the truck parking lot. He said no odors were noticed in the front of the building. He said no conclusion had been arrived at.

The Chairman said the report of the Executive Director would be accepted as offered.

At this point Mr. Preston asked to be excused and upon being excused, left the meeting.

The General Counsel reported that a man by the name of Curtis Bieber in Mahoning County had sued the Commission for \$15,500 claiming the Commission had not built some kind of a riprap that would protect his property. He said Mr. Bieber's demands were exorbitant.

The General Counsel reported further that a man by the name of Cunningham had been arrested several weeks before by the Ohio State Highway Patrol while going 90 miles an hour on the Ohio Turnpike and had been taken into the Ravenna Municipal Court because the offense had occurred within the jurisdiction of that court. He said Mr. Cunningham's lawyer challenged the speed limit which had been set up in the rules and regulations of the Commission, asserting that the Commission had no authority to adopt rules and regulations. The General Counsel said that Municipal Judge James G. France before whom the case was heard had been good enough to suggest to the Prosecutor that he would be very glad to have the Commission submit a brief as friend of the court. He said the Commission had filed a brief. He said Judge France had not yet handed down a decision.

The General Counsel said also that the point raised by the defendant's lawyer was that the General Assembly had improperly delegated authority to pass rules and regulations. He said it happened there had been a case the previous June in Licking County in which a Common Pleas Court Judge had said that certain rules and regulations adopted by the Division of Parks of Ohio with reference to boating on Buckeye Lake were invalid because the General Assembly in authorizing the rules and regulations had not determined the standards. He said he felt that case in no way applied to the Commission. He said standards had been laid down for the Commission in Section 5537.16 of the Revised Code of Ohio by which the Commission was given the authority to impose speed regulations. He said that Section even referred to the presumptive speed section of the Revised Code of Ohio and that it said the speed might be greater or less than the presumptive speed. He said there were

other provisions which made it clear, he thought, that the Commission had full authority. The General Counsel said the Supreme Court of Ohio the previous July had rendered a very interesting and applicable case in connection with the rules of the Public Utilities Commission of Ohio in which that Commission had provided that trucks must have red flares and certain types of light. He said the Supreme Court had held that in connection with safety provisions there was no doubt of the right of the General Assembly to delegate responsible authority to adopt rules and regulations. He said if that case had been decided before the Licking County Common Pleas case, which apparently had never been appealed, he thought there would have been no question about the Licking County decision.

The Chairman said the report of the General Counsel 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. 17-1959

"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 on September 15, 1959, 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 September 15, 1959, 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. The resolution was identified as No. 17-1959.

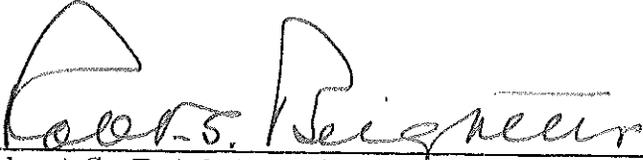
There being no further business to come before the Commission, a motion was made by Mr. Teagarden, seconded by General Beightler, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Teagarden, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:40 o'clock P.M.

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


Robert S. Beightler
Robert S. Beightler, Secretary-Treasurer