

MINUTES OF THE ONE HUNDRED THIRTY-SEVENTH MEETING
December 1, 1959

Pursuant to bylaws, the Ohio Turnpike Commission met in regular open session in Hearing Room Three of the Departments of State Building at Columbus, Ohio at 11:00 o'clock A. M. Eastern Standard Time on December 1, 1959 with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, 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. Teagarden, that the minutes for the meeting of November 3, 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.

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

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

Nays: None.

The Chairman declared the motion carried.

The Chairman said he wanted to offer congratulations to the Director of Highways for "the dignity and quiet tenacity with which he had faced the ordeal which had become almost a vocation for public officials in these times". He said that a long time ago he had learned there was nothing to do but face those ordeals with such courage as God and our experience and background gave us. He said he wanted the Director of Highways to know that he as a Member of the Commission and the other Members all of whom had spoken to him accordingly had indicated their interest and confidence in him as a human being and as Director of Highways. The Chairman's words were endorsed by General Beightler, Mr. Chastang and Mr.

Teagarden. Mr. Preston said to the other Members that those were the kindest words he had received in a long, long time.

The Chairman reported that since the last meeting the Commission had lost a friend, Colonel Charles E. McKee, Executive Secretary of The Ohio Contractors Association.

A resolution extending sympathy to the widow and family of Colonel Charles E. McKee, deceased, was offered by all the Members.

Resolution No. 18-1959

"WHEREAS the Commission has been advised of the recent death of Colonel Charles E. McKee, Executive Secretary of The Ohio Contractors Association; and

"WHEREAS during the planning and construction stages of the Ohio Turnpike this Commission had frequent relationships with Colonel McKee in his official capacity and benefited by his friendly and cooperative assistance and thereby learned to recognize him as a man of integrity and ability;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission express to his wife and daughters and son its feeling of sorrow and sympathy, and that copies of this resolution be forwarded to the family and The Ohio Contractors Association."

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 resolution adopted with all Members voting in the affirmative, The resolution was identified as No. 18-1959.

The Chairman reported further that five years before the Commission had gone into business in a snowstorm at Youngstown when the first section of the Ohio Turnpike which extended twenty-two miles west from the Ohio-Pennsylvania line to the interchange with Ohio Route 18 was opened to traffic on December 1, 1954. He said the subsequent five years had been interesting ones for the Commission and for Ohio.

The Chairman reported further that in November 1959 the Com-

mission collected \$1,674,000 which was nearly \$100,000 more than in November of 1958. He said commercial revenue in the month of November over the past several years had been as follows:

1955	\$281,510
1956	381,383
1957	478,000
1958	538,798
1959	580,000

He said the increase in 1959 might have been greater if the steel strike had not been in effect the early part of November.

The Chairman said that if there were no questions the report of the Chairman 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. Accountants' Report with respect to the Construction Fund for the period ending September 30, 1959.
2. Financial Report as of October 31, 1959.
3. Traffic and Revenue Report for October 1959.
4. Draft of the minutes for the November 3, 1959 meeting.
5. Detail of investment transactions for November 1959.

The Assistant Secretary-Treasurer reported further that there would be no further transfer to the Reserve Account for the next several months until the Bond Interest Account should be refilled to its maximum following the payment of the semi-annual interest on Ohio Turnpike revenue bonds on December 1, 1959. He said the amount of cash and securities in the Reserve Account at the end of 1959 would be about \$9,432,000 which represented an increase in that Account of \$6,644,000 during the year. He said that based on the estimate of income and expense for 1960, the Reserve Account balance at the end of 1960 should be about \$17,000,000 and within sight of its maximum of two years' interest, which was \$21,190,000.

Mr. Chastang asked who had custody of the bonds and notes purchased for the account of the Commission. The Assistant Trust Officer

of the Trustee, The Ohio National Bank, Mr. Robert H. Bartholomew, replied that most of the bonds were held by the Guaranty Trust Company for The Ohio National Bank. He said the bonds were usually in "bearer" form but were held for the account of The Ohio National Bank. He said The Ohio National Bank did hold some bonds. He said the bonds were audited by the firm of Peat, Marwick, Mitchell & Co. The representative of the Auditor of State, Mr. Raymond H. Bartholomew, said the Auditor of State had the money and the authorization to go to New York to make an audit at any time.

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

The Executive Director reported that a second conference on the subject of a trial operation of overlength tandem-trailer combinations on the Indiana Toll Road and the Ohio Turnpike attended by representatives of the Indiana Toll Road Commission including its Captain of Police, staff members of the Ohio Turnpike Commission including the Commander of District 10 of the Ohio State Highway Patrol, the Consulting Engineers and the committee appointed by the trucking industry was held in Berea on November 19, 1959. He said representatives of the Indiana Toll Road Commission had reported their Commission had approved appropriate members of its staff joining with the Ohio Turnpike Commission in a six months' experimental program permitting so-called double bottom combinations in excess of 60 feet in length to use the Indiana East-West Toll Road within certain well defined limits as might be prescribed by its engineers.

The Executive Director said the conferees, using the specifications adopted by the New York State Thruway Authority as a basis, explored modifications that would be necessary for operation on the Indiana Toll Road and the Ohio Turnpike. He said that although the conference was in session for approximately seven hours it had not been possible to resolve all details especially those of a technical nature. He said the industry committee's technical representative, who was chief of the automotive engineering section of the American Trucking Association, Inc., remained for a further conference on November 20 with the staff of the Ohio Turnpike Commission.

The Executive Director said also that it had been possible at the conference on November 20 to reach an understanding with respect to most of the remaining problems but that several still remain to be solved. He said there should be no difficulties in reaching an understanding on them. He said discussions had been held on the following major points and an understanding reached which would apply should an experimental operation be approved by both Authorities:

1. A combination of vehicles could not exceed 98 feet.
2. The maximum gross load could not exceed 127,400 pounds and could not exceed 90,000 pounds for the first 60 feet of length plus approximately 1,070 pounds for each additional foot of length so that the maximum of 127,400 pounds could be reached in 95 feet of length.
3. Although single-axle loads of 22,400 pounds were permitted on the New York Thruway and the Indiana Toll Road, no axle loads over 21,000 pounds, the current maximum permitted under the rules and regulations on the Ohio Turnpike, would be permitted on the Ohio Turnpike.
4. Vehicles could be eligible for permits only if they were able to maintain a minimum speed of 25 miles per hour on long 2% grades and if they met other exacting requirements as to brakes, safety devices, equipment and performance, and if they met all requirements of the Interstate Commerce Commission.
5. Drivers would be eligible for permits only after meeting standards of health, driving experience and accident experience.

The Executive Director said all understandings had been compiled in a draft of regulations and had been submitted to the staff of the Indiana Toll Road Commission for review.

The Executive Director said also that although the trucking industry had expressed a great interest in the operation and enthusiastically had predicted need to accommodate large volumes of overlength tandem trailer combinations, it was necessary because of the physical characteristics of the turnpike to limit an experimental operation to a volume not yet determined that could be handled comfortably with existing facilities. He said that at the conference on November 19, after a canvass of truck operators, consideration of interchanges and terminals for designation as make-up and breakup areas on the Ohio Turnpike during an experimental program had been arbitrarily limited to Stony Ridge-Toledo Interchange, Fremont-Port Clinton Interchange, Cleveland Interchange, Warren Interchange and Eastgate Terminal.

The Executive Director said there remained a considerable volume of detail work to be done before an experimental operation could become a reality but that there currently appeared to be no serious problems.

He said some spokesmen for the trucking industry had stated their opinions that the industry would be ready to operate within a week or ten days following approval of a trial operation.

The Executive Director said also that unless the Commission had an objection to an experimental operation on the Ohio Turnpike the staff would proceed to formalize the regulations for a six months trial operation. He said a six-months trial operation commencing early in January 1960 would provide experience during both winter and summer months and during periods of low and high traffic volumes and should provide sufficient information for a determination of the feasibility of that type of operation on the Ohio Turnpike as a permanent feature.

The representative of the Consulting Engineers, Mr. J. M. Worthington, said the Consulting Engineers were in favor of operation of tandem-trailer combinations in excess of 60 feet in length on the Ohio Turnpike for a trial period.

In response to questions by the Members the Executive Director explained that no capital investment in facilities would be made by the Commission during the trial period, that paved and lighted areas for use in making up and breaking up the tandem-trailer combinations would be designated at locations immediately outside of toll plazas, that operation of the tandem-trailer combinations would be by special permit, that the combinations would have selected drivers, that the drivers would be required to present a report of inspection of the combinations to the toll collector upon entering the turnpike, and that in undertaking a passing maneuver the combinations must have a speed differential sufficient to permit completion of the maneuver within one mile of travel.

The Members asked that the staff give consideration to the desirability of confining the tandem-trailer combinations to the driving lane and specifying a maximum speed limit less than the limit of 55 miles per hour established for other trucks.

Mr. Preston said he thought a reduced speed for the combinations might very well have a disadvantage for the operator of a combination but a greater advantage for the driver of a passenger car in passing a combination. The Chairman said the passenger car operator ought to feel secure and assured that he can get around a combination. He said no member of the Commission was trying to place his judgment against the collective judgment of the staff members who had worked on the matter of a trial operation of the combinations and he had heard the staff congratulated highly about how the conferences with representatives of the trucking industry were conducted and how well informed the staff was. He said the

fact remained, however, that the five Members of the Commission had the ultimate responsibility and could not be cavalier about it. He said the Members were deeply concerned about the general effect of operation of the combinations on the unsophisticated type of passenger car operator. He said there was a certain kind of sophistication required to drive the great modern highways but the fellow who had less sophistication than the other type of driver had to be protected and had to be encouraged and must not be frightened because a frightened driver was a dangerous driver. He said the purpose of the Commission was not to set up a motorized railroad but rather to furnish a horizontal service to the whole economy.

The Chairman called upon the Members to indicate their positions with respect to permitting operation of tandem-trailer combinations on a trial basis.

General Beightler said he was not averse to trying it out although by saying so he did not mean he endorsed it. Mr. Teagarden said he was willing to give the operation a trial with the understanding that he was not committed beyond the trial period. Mr. Chastang said that if the operation represented progress and was safe he would support a trial without committing himself on permanency. Mr. Preston said the Department of Highways was deeply concerned with the tendency toward ever-increasing weights and dimensions of trucks. He said he hoped that with the decision to use the combinations on the turnpikes the tendency to overload the highways could be resisted. He said he could see no harm in the trial period proposed. He said that to proceed with the trial period would be in order.

Mr. Chastang said the truckers who would invest money in new equipment based upon the Commission's action in permitting a temporary use of the turnpike for the operation should understand the conditions under which they did so and should not later come to the Commission and say they had invested based upon tentative approval by the Commission and that it would be unfair to terminate the operation.

The Chairman said to the Executive Director that he had received from each Member of the Commission an approval to proceed for a six months' period. He said the approval was subject to full examination of the specific recommendations the several Members had made. He said the trial period was terminable at any time at the option of the Commission if it appeared that the experiment should be terminated. He said it had to be understood that the commitment was not to a permanent policy and was not to a non-terminable six months period.

The Executive Director reported further that at its meeting on

September 15, 1959 the Commission had approved a preliminary budget of income and current expenses for the year 1960 totaling \$5,334,900. He said that inasmuch as there had been nothing occurring since September 15, 1959 to require reconsideration of the recommendations of the Committee on Budget and Finance, it was the Committee's recommendation that the preliminary budget of income and current expenses adopted by the Commission under resolution No. 14-1959 passed September 15, 1959 be adopted as the annual budget of income and current expenses for the year 1960.

In response to a question by Mr. Chastang the Executive Director said the contract with the Consulting Engineers had not yet been renegotiated and was included in the budget. Mr. Chastang said that with that understanding he moved the adoption of a resolution adopting annual budget for the fiscal year 1960. Mr. Teagarden seconded the motion to adopt the resolution which was as follows:

Resolution No. 19-1959

"WHEREAS the Commission, by resolution No. 14-1959, adopted a preliminary budget for the fiscal year 1960, and caused copies thereof to be filed with the trustee and mailed to the consulting engineer and the principal underwriters;

"WHEREAS no request whatsoever for a public hearing thereon has been made to the Commission by any person or persons whomsoever; and

"WHEREAS pursuant to §505 of the trust agreement dated June 1, 1952, entered into between the Ohio Turnpike Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now The First National City Bank of New York), as co-trustee, the Commission desires finally to adopt the budget of income and current expenses for the fiscal year 1960, to be designated the "Annual Budget";

"NOW, THEREFORE, BE IT

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

Annual Budget of Income and Current Expenses
For the Fiscal Year 1960

Income	\$24,570,000
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Current Expenses

Administration & Insurance	\$ 941,800
Operations	4,265,100
Trust Indenture Expense	<u>128,000</u>
Total Current Expenses	\$ 5,334,900

"FURTHER RESOLVED that the Commission hereby determines that the total appropriations in any division of the budget aforesaid do not exceed the total appropriations in the corresponding division in the preliminary budget heretofore adopted by resolution No. 14-1959; and

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

The Chairman suggested to the Comptroller that he and the Commission's auditors, Peat, Marwick, Mitchell & Co., consider whether or not the item carried in the budget as Trust Indenture Expense should be permanently carried in that way. He said the Trust Indenture was almost eight years old. Mr. Chastang said he agreed as chairman of the Committee on Budget and Finance that the item be reexamined.

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 19-1959.

The Executive Director reported further that at its meeting on October 7, 1958 and upon recommendation of the Committee on Budget and Finance the Commission had adopted a preliminary budget of income and current expense for the year 1959. He said that in making its recommendation to the Commission the Committee had assumed that certain expenditures for equipment and major improvements would be paid from Maintenance Reserve funds and made no allowance for them in preparing its recommendation. He said that subsequent thereto it had been determined those expenses should be paid from the budget of current expenses

and the budget for 1959 amended at a later date to provide the necessary funds. He said that because there were many unforeseen expenses over which there could be no control and which might affect costs, it had been deemed advisable to await adjustment in the budget of current expenses until as late in the year as prudently possible. The Executive Director said the Committee on Budget and Finance had met on November 18, 1959 to consider its recommendation with respect to an amendment to the budget of current expenses for 1959. He said copies of the minutes of the meeting of the Committee on Budget and Finance had been forwarded to all Members for their information.

The Executive Director said it was the recommendation of the Committee on Budget and Finance that the Commission amend the budget of current expenses for the year 1959 by increasing the budget for "Administration and Insurance" by \$34,800 and increasing the budget for "Operations" by \$340,200. He said no increase was necessary for "Trust Indenture Expense". He said the net increase would be \$375,000. The Executive Director said also the Trust Indenture provided the Commission might at any time adopt an amended or supplemental annual budget but no such amended or supplemental annual budget should be effective until it should be approved by the Consulting Engineers. He said he had been informed orally by representatives of the Consulting Engineers that approval would be given by the Consulting Engineers following favorable action by the Commission on the recommendations of the Committee on Budget and Finance. The resident engineer of the Consulting Engineers, Mr. J. M. Worthington, said the Executive Director's statement of the position of the Consulting Engineers was correct.

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

Resolution No. 20-1959

"WHEREAS, pursuant to §505 of the trust agreement dated June 1, 1952, entered into between the Ohio Turnpike Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now The First National City Bank of New York), as co-trustee, the Commission, by resolution No. 26-1958, adopted an annual budget for the fiscal year 1959;

"WHEREAS, pursuant to §505 of said trust agreement, the Commission may, at any time, adopt an amended or supplemental annual budget for the remainder of the then current fiscal year;

"WHEREAS experience in the operation of the Ohio Turnpike now indicates a need for certain supplementary budget allowances for the remainder of the current fiscal year; and

"WHEREAS a supplemental budget for the remainder of the year 1959 has been submitted to the Commission and the adoption thereof has been recommended by the Commission's Budget and Finance Committee; and said supplemental budget is now before the Commission;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following supplemental budget of current expenses for the remainder of the fiscal year 1959:

Supplemental Annual Budget for Fiscal Year 1959

Expenses:

Administration & Insurance	\$ 34,800
Operations	\$340,200
Trust Indenture Expense (unchanged)	<u>0</u>
Total	\$375,000

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

General Beightler said he was prepared to reverse the position he had taken a year before in regard to certain expenditures amounting to some \$375,000 being charged to operations. He said he was inclined to think that they should have been charged to reserve maintenance. He said he would recommend that they be so charged in the future.

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 20-1959.

The Executive Director reported further that the J. E. Greiner Company by letter addressed to the Executive Director under date of October 30, 1959 had proposed that its agreement with the Ohio Turnpike Commission for performing the duties of Consulting Engineers with respect to the maintenance and operation of the Ohio Turnpike dated December 22, 1958 for services during the calendar year 1959 be renewed for the calendar year 1960 under the same terms and conditions. He said the General Counsel, the Comptroller, the Deputy Executive Director, the Chief Engineer and the Maintenance Engineer had conferred with the Executive Director on November 16, 1959 to consider the proposal. He said it was the consensus of the conferees that the J. E. Greiner Company had properly performed its duties in accordance with its agreement and that its fee was reasonable and that value had been received, and further the conferees recommended the proposal of the J. E. Greiner Company for the calendar year 1960 be accepted.

A resolution accepting proposal for consulting engineering services was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 21-1959

"WHEREAS the J. E. Greiner Company is presently performing the duties of consulting engineers in connection with the maintenance and operation of the Ohio Turnpike under an agreement for the year 1959, which agreement was originally executed under date of December 22, 1958, and which by its terms expires on December 31, 1959;

"WHEREAS the J. E. Greiner Company and the Commission desire to renew their said agreement for the calendar year beginning January 1, 1960 under the same terms and conditions as set forth in the agreement for maintenance and operation for the year 1959;

"WHEREAS said J. E. Greiner Company, a partnership, has submitted to the Commission under date of October 30, 1959 a proposal for renewal for the year 1960 of the presently existing agreement for maintenance and operation terminating December 31, 1959; and

"WHEREAS the Commission now desires to accept the same;

"NOW, THEREFORE, BE IT

"RESOLVED that the proposal of the J. E. Greiner Company, a partnership, dated October 30, 1959 with respect to renewal of service for the calendar year beginning January 1, 1960 be, and the same hereby is, accepted;

"FURTHER RESOLVED that the executive director be, and hereby he is, authorized and empowered to execute a renewal agreement on behalf of the Commission carrying into effect the proposal for renewal of its services for the year 1960 as stated in the J. E. Greiner Company letter of October 30, 1959, and cause said agreement to be delivered to said J. E. Greiner Company on behalf of the Commission."

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 21-1959.

The Executive Director reported further that employees of the Commission often found it inconvenient because of duties or other compelling reasons to take all vacation leave earned and accumulated during the current calendar year. He said that in order that those employees might not be penalized by loss of earned vacation, the Commission had theretofore granted permission to defer accumulated vacation until such time or times in the following year as designated by such department heads as were charged with that responsibility. He said that again in 1959 there were a number of employees with vacation leave accumulated during 1959 but not taken during the calendar year 1959. He said it was recommended that the Commission grant permission to employees listed on a proposed resolution prepared for the purpose to defer their accumulated vacation until such time or times in the calendar year 1960 as should be designated by such department heads as were charged with that responsibility. A resolution authorizing deferment of annual vacations of certain named employees of the Commission from the calendar year 1959 until the calendar year 1960 was moved for adoption by General Beightler, seconded by Mr. Preston, as follows:

Resolution No. 22-1959

"WHEREAS certain of the Commission's employees have, during the calendar year 1959, accumulated but not taken certain vacation leave,

as indicated in the chart hereinbelow set forth; and

"WHEREAS said employees have requested that such accumulated vacation leave for the calendar year 1959 be deferred until the calendar year 1960, and the department heads concerned therewith have recommended such deferment;

"NOW, THEREFORE, BE IT

"RESOLVED that the employees hereinbelow listed are hereby granted permission to defer the accumulated vacation leave hereinbelow set forth opposite their respective names, until such time or times in the calendar year 1960 as shall be designated by such department heads as are charged with that responsibility:

<u>Employee</u>	<u>1959 Vacation Leave Accumulated But Not Taken During Calendar Year 1959</u>
Anders, William	12
Berry, R. L.	5
Borden, E.	10
Bowman, B. H.	2
Burnham, W. R.	4-1/2
Deetz, R. S.	22
Garro, N.	7
Grace, A.	10
Hartford, C. W.	21-1/2
Hartshorne, James D.	22
Heil, John	10
Hopperton, Matilda	2
Hottenstein, W. L.	7
Kappel, Norman	10
Knott, Gertrude	5
Lewis, Trevor	5
McBride, C. Paul	6
McCutcheon, D.	6
McGrath, J. C.	3-1/2
Meeker, E. W.	14-1/2
Moore, Edna	3
Morrison, B.	10
Nelson, Lenora S.	4
O'Grady, Walter	10
Ployhart, Joseph J.	8

Price, G.	10
Repasky, M.	10
Resch, Margaret	4
Soller, John	14
Staib, Francis	5
Sturdevant, Dale	5
Thornhill, R.	9
Vangeloff, Alexander	5''

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members present voting in the affirmative. The resolution was identified as No. 22-1959.

The Executive Director reported further that theretofore the Commission had approved the closing of the administration building offices at Berea at 12:00 noon on the days preceding Christmas and New Years for all except those whose duties were required for essential operational functions. He said the employees had been most grateful for the Commission's action and there had been no problems resulting from the closing of the office on those afternoons. He said it was recommended that the Commission again authorize the closing of the office at 12:00 noon on Thursday, December 24, and Thursday, December 31, for all except those whose duties are required for essential operational functions.

A resolution directing the closing of the Commission's offices on certain days preceding holidays was moved for adoption by Mr. Preston, seconded by Mr. Chastang, as follows:

Resolution No. 23-1959

"RESOLVED that the Commission's administrative building offices at Berea shall be closed at 12 o'clock noon on Thursday, December 24, 1959, prior to the 1959 Christmas holiday, with the exception that the executive director shall determine the necessary personnel who shall be present at said offices in order that the essential operational functions of the Ohio Turnpike shall be maintained;

"FURTHER RESOLVED that the said offices, with the exceptions noted, shall be closed at 12 o'clock noon on Thursday, December 31, 1959, prior to the 1960 New Years Day."

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 23-1959.

The resident engineer of the Consulting Engineers said he had no report to make on behalf of the Consulting Engineers but he would like to express appreciation for the action taken by the Commission with respect to the Consulting Engineers. The Chairman said the relationship with the Consulting Engineers had been a fruitful one. He said the Commission had been pleased to have the J. E. Greiner Company as its Consulting Engineers.

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

Resolution No. 24-1959

"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 November 3, 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 November 3, 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: Teagarden, Beightler, Chastang, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 24-1959.


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

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:55 o'clock P.M.

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


Robert S. Beightler, Secretary-Treasurer