

MINUTES OF THE ONE HUNDRED AND SIXTY-FIRST MEETING  
February 5, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Room 907 of the Ohio Departments Building, Columbus, Ohio at 11:00 A. M., Eastern Standard Time, on February 5, 1963 with the key members of the staff, Mr. Fred S. Cresswell and Mr. Harvey A. Harnden as representatives of the Consulting Engineers, Mr. John P. Biehn as a representative of the Trustee, General Chester W. Goble and Mrs. Russel Lucas as representatives of the Auditor of State, representatives of the Associated Press and Scripps Howard Bureau and others in attendance.

After the Chairman presented the new Member, Mr. E. C. Redman, and the new Member Ex-Officio, Mr. P. E. Masheter, he called the meeting to order, the roll was called, and the attendance was reported to be as follows:

Present: Redman, Chastang, Teagarden, Masheter,  
Shocknessy.

Absent: None.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of December 18, 1962 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: Chastang, Teagarden, Masheter, Redman, Shocknessy.

Nays: None.

The Chairman declared the minutes stood adopted with all Members voting in the affirmative.

The Chairman said that Mr. Ralph Winter who was still on the Commission at the time of the last meeting was well versed in the

affairs of the Commission and had served the Commission well in the work he had undertaken. He asked that all the commendations the Commission had for Mr. Winter at the meeting on April 3, 1962 when he was sworn in be incorporated by reference; for the purpose of the record of the instant meeting.

The Chairman said also the Commission was very glad to have a man whom it had known as long as Mr. Masheter and a man whom it knew to be as well prepared to serve on the Commission as Mr. Masheter to be a Member of the Commission.

The Chairman said also that he had already been quoted in the public press about the appointment of Mr. Redman as a Member of the Commission. He said that while he could not help saying that the Commission was sorry to lose Mr. Winter it at the same time was glad to have Mr. Redman. He said the Commission was sure that with the background Mr. Redman had had in business, especially in the field of finance and most especially with agencies that had dealt with the Commission, he would be able to make a contribution and would be willing to.

The Chairman reported that he talked with Governor Rhodes that morning and Governor Rhodes sent his good wishes to the Commission and renewed his expressions of confidence in the Commission that he had given in the past. He said Governor Rhodes when, as Auditor of State, he sent his report of the Ohio Turnpike Commission for the calendar year 1961 to the Commission in June 1962 had addressed a letter to the Chairman of the Commission under date of June 22, 1962, saying:

"June 22, 1962

"James W. Shocknessy, Chairman  
Ohio Turnpike Commission  
Huntington Bank Bldg.  
17 S. High Street  
Columbus 15, Ohio

"Dear Mr. Shocknessy:

"Your copy of the Auditor's report of the Ohio Turnpike Commission for the calendar year 1961 is being sent today.

"I wish to extend to you personal congratulations, as Chairman of the Commission, and also the members, on the turnpike operations.

"The fiscal management and operation policies are especially outstanding during this period when there are so many instances of deficit spending. Particular reference is made to the purchase from accumulated earnings of \$4,687,000.00 of the Turnpike Commission's outstanding bonds.

"Very truly yours,

"James A. Rhodes

"JAR:ek"

The Chairman said that since that letter was written the Commission had retired an additional ten million dollars in bonds. He said the letter was representative of a high degree of improvement in the relations which the Commission had enjoyed with the Auditor of State's office over a period of years and he thought that when Governor Rhodes left the Auditor of State's office it could be said that the Commission could not have had better relations with the office of the Auditor of State than it had and he thought a large measure of credit was due especially to General Goble, Deputy Auditor of State, for the understanding he had of the methods followed by the Commission. He said the reports that had issued from the Auditor of State's office had been constructive documents and also he said he would be remiss were he not to mention particularly to General Goble and to Mrs. Russel Lucas, an examiner in the Auditor of State's office, that the Commission was mindful of the thoughtful, constructive address that had been given under their direction to the affairs of the Commission.

The Chairman reported further that the Akron Beacon Journal of January 27, 1963 had carried an article which gave the turnpike a great deal of credit for economic advances which had been made in the Akron area. He said it was a satisfaction to the Commission and a satisfaction to the State to have the Beacon Journal, speaking as it did with a very loud voice in that part of the state, acknowledge the role that the Ohio Turnpike played in the economic development of an area. He said the same thing could be said of the state. He said he thought the state had benefited generally from the Ohio Turnpike.

The Chairman reported further that the revenue from operation of the turnpike in January 1963 was approximately \$1,540,000, which was higher than the previous best January, which was that of 1962 when the revenue was \$1,519,000. The Chairman said the record was achieved in spite of the severe cold weather and the continued snowfall which adversely affected traffic, particularly passenger cars. He said the commercial operators were aware that the turnpike was in good condition and were willing to pay the tolls in order to get the benefits. He said he could say that the Commission had a better opportunity to keep the turnpike clean than the Director of Highways in his job had with all the highways in the state. He said the Commission's job was a concentrated effort and it was hard for the Director of Highways to concentrate in one spot.

The Chairman reported also that the Commission's 1962 annual report, which the Members had before them, included, as it had done before, the pictures of the Governors during whose administrations the Commission had served and included also pictures of all who had served as Members of the Commission since its inception. He said the instant Members could be pretty proud of having a link with those men who had served both as appointive Members and Members ex-officio. The Chairman said the report was up to the standard of Commission reports and he congratulated the Director of Information and Research who had supervision of the production of the report. He said the Commission could well take pride in the report and expressed his gratitude for its production.

The Chairman reported also that since the last meeting Mr Heber L. Minton, who was Superintendent of Toll Collections for seven years, resigned to become Assistant Adjutant General of Ohio with the rank of Brigadier General. He directed the Assistant Secretary-Treasurer to send General Minton a letter from the Commission congratulating him upon his appointment as Assistant Adjutant General and upon his being created a Brigadier General and also taking note of the years of very competent service he gave. The Chairman said one of the areas where the Commission got a great deal of commendation was on the conduct of its toll collectors. He said frequently he was told by people that the toll collectors were so friendly and always had something pleasant to say. He said he thought the esprit de corps of the toll collectors was something the Commission had a right to be proud of and so he would like to congratulate Mr. Minton. He said the Assistant Secretary-Treasurer also had a great deal to do with the performance of the toll collection staff because he was a member of the team which selected the collectors and gave them their first training.

The Chairman reported also that expenses for 1962 were \$5, 040, 000, which was less than for any of the previous three years. He recalled that the Governor mentioned in his letter something about the Commission's fiscal management. He said that back in 1961 when it looked like the Commission was going to have a poor year - and it did, the Commission was \$400, 000 off in revenue in 1961 as compared to 1960 - the Commission did not wait until the end of the year to cut expenses but did so as soon as it saw its income was lessening. The same reductions were continued through the year 1962.

The Chairman reported also that there was handed to him by the former Attorney General of Ohio, Mr. Mark McElroy, a letter which he had referred to the Executive Director for handling. He said Mr. McElroy brought the letter to his office and handed it to him on behalf of the writer of the letter signed Xenophon Zapis. He said the writer said he had an idea that would contribute greatly to the safety of the driver on the turnpike which he hoped "you will give your consideration and comments". He said the writer said also that "My suggestion is this: I would like to install massage chairs ... " in the lobbies of the service plaza restaurants. The Chairman said the writer said he had spoken to the Executive Director a year before and the Executive Director had told him, properly, that the Commission did not operate the service plazas and service plaza facilities and that if he wanted to make such a proposal he should take it to the people who had something to do with it and that the Commission would be called upon to consider later if the operators were impressed. The Chairman quoted from a letter addressed to Mr. Zapis under date of January 30, 1963 by the Executive Director as follows: "The service plaza areas and buildings are leased to their operators through contracts with the Ohio Turnpike Commission, so any proposal to install massage chairs in the buildings must come from these operators. These contracts provide for the approval of the Commission in certain actions of the operators and I believe I told you that I thought the Commission would not look with favor on the installation of these chairs in the lobbies of the buildings and suggested you look at areas other than the lobbies in your planning and discussions with the operators. "

The Chairman reported further that an article had appeared in the "gossip column" of a newspaper which the Members had received a portion of. He said that under the heading: "New broom department" the article said, "And so the new broom sweeps back and forth... Maybe it could reach clear to northern Ohio and the Turnpike... One of P. P. 's lake front agents is sore about the stuff in the gift shops along the Big Road... A survey of the merchandise available showed 12 foreign countries represented, including two Iron Curtain ones and NOT ONE

Ohio product, not even the souvenir matches (a major Ohio product) ... Ash trays with the Ohio map outline were made in Japan. . . "

The Chairman said that because he was always inclined to go to the mat with any criticism he considered unfair, he had looked into the matter. He said the Commission did not operate service plazas; the Commission did not decide or have anything to do with their operations other than to see that a proper service was given the public. He said he referred the article to the Executive Director who prepared a summary which showed that one restaurant concessionaire, the Gladioux Corporation, had made purchases of Ohio products totalling \$1, 390, 000 in one year and that the other restaurant concessionaire, the Howard Johnson Company, made purchases of Ohio products totalling \$1, 538, 000 in one year. The Chairman said the purchases by Gladioux Corporation included \$80, 000 worth of milk, \$84, 000 worth of ice cream, \$262, 000 worth of groceries, \$190, 000 worth of meat, \$320, 000 worth of equipment, \$82, 000 worth of paper goods and cleaning supplies, \$30, 000 in produce, \$15, 000 in automobiles, \$9, 000 of repairs and miscellaneous, \$63, 000 in gift shop items made in Ohio by such manufacturers as Nelson Jones Company of Lakewood, American Art China of Sebring, Coronet Jewelry Company of Cleveland, Richter Artcraft Company of Toledo, Stencil-Art Publishing Company of Bedford, Sculptured Pictures, Inc. of Toledo, and Royaco of Toledo; \$28, 000 worth of candy and cigars, \$84, 000 worth of cigarettes, \$43, 000 worth of Coca Cola, and \$100, 000 in miscellaneous services such as electric, telephone, etc. He said also that the Johnson Company's purchases included \$392, 000 worth of the Johnson Company's own ice cream which was manufactured in Cleveland with Ohio products. He said he did not know where the material for the article came from nor who P. P. was. He said it looked like it came from a salesman in the Cleveland area.

The Chairman said that in the absence of questions the report of the Chairman would be accepted as offered. He said the report of the Secretary-Treasurer would be received.

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, Summary of Rentals reported by Restaurant Operators, for the period October 1, 1961 through September 30, 1962.

2. Detail of investment transactions for December 1962 and January 1963.
3. Traffic and Revenue Report for December 1962.
4. Financial Report as of December 31, 1962.
5. Auditors' Report for period ending December 31, 1962.
6. Cost and Budget Report, year 1962.
7. Report of Concessionaires, year 1962.
8. Draft of the minutes for the December 18, 1962 meeting.

The Secretary-Treasurer remarked that the five-year comparative traffic statistics in the Commission's 1962 annual report showed that there was an increase in the revenue per trip for commercial vehicles and a rather fixed ratio of revenue to trip from passenger cars. He asked if there were any means by which the revenue per trip from passenger cars could be increased as had been done with respect to commercial vehicles. He said he thought that revenue from commercial vehicles had been increased through the efforts of the Department of Information and Research. The Executive Director replied that an increase in truck weights over the years accounted more for the increase in the amount of toll per trip on trucks than did the length of the trip. He said that with passenger cars weight made no difference in the toll and that only the length of the trip made the difference in the amount of revenue per trip for passenger cars. He said the increase in short trips by passenger cars between certain local interchanges had been phenomenal, particularly between Interchanges 10 and 11 and between Interchanges 11 and 13.

The Chairman commented that an increase in local trips would reduce the average length of all trips, and that the number of local trips was increasing. He said there had been new industrial plants and truck terminals located in the vicinity of the turnpike which had contributed to bringing short trips to the turnpike. He said the passenger cars came to the turnpike in a large measure because the drivers liked the luxury of the highway and the facilities that it offered. He said the commercial traffic had to learn from pure economics that using the turnpike was profitable.

Mr. Teagarden commented that although the toll revenue per trip had decreased, the total toll revenue from passenger cars had increased some three hundred thousand dollars in 1962. The Chairman said people had to get used to using the turnpike for local trips, that they had to learn that turnpike use was not expensive. He said something else that had been proved by the Ohio Turnpike was that, in comparison with the Indiana toll road, the trip across the turnpike was not what kept the turnpike going financially. He said that if the Commission had to live on such trips, it would not live very well. The Chairman said the Commission had found out that it was the number of cities served locally that was needed. He said Indiana provided a perfect example, that the Indiana Toll Road went from the Ohio border pretty much to South Bend, a distance of more than 80 miles, without ever getting the benefit from having cities to serve as was true on the Ohio Turnpike. He said it was the trip that originated at Youngstown and went out to Detroit, and the trip that originated at Cleveland and went off to Pittsburgh that had an enormous deal to do with volume on the Ohio Turnpike whereas there was nothing comparable in Indiana, and the same thing was true in a measure with respect to the Pennsylvania Turnpike, which went long stretches where there was not the concentration of population to serve that the Ohio Turnpike served.

At this point Mr. Masheter left the meeting to keep another engagement.

The Chairman said that in the absence of further questions the report of the Secretary-Treasurer was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that at the meeting of the Commission in December 1962 he reported that with normal weather during the remainder of 1962 he would expect the expenses for that year would be the lowest since 1958. He said the Commission ended the year 1962 with \$65,658 of expenditures less than the budget for 1962. He said that result was achieved despite the heavy snow storms of December.

The Executive Director reported also that effective at 12:00 noon on January 14, 1963 Mr. Andrew R. Grace of Fremont, Ohio, the District Toll Supervisor for the western half of the turnpike, succeeded Mr. Heber L. Minton as Superintendent of Toll Collections. He said Mr. Minton had received an appointment as Assistant Adjutant General for the State of Ohio with headquarters at Fort Hayes in Columbus. He



said Mr. Grace had been an employee of the Commission since November 15, 1954 at which time he was selected for the position of Senior Collector at the Niles-Youngstown Interchange for the opening to traffic of the Eastgate Section on December 1, 1954. He said that with the opening to traffic of the entire turnpike on October 1, 1955 Mr. Grace was designated the Supervisor for the Western District. He said that as a successor to Mr. Grace in the western district Mr. J. B. Morrison, Senior Collector for the Sandusky-Norwalk Interchange, was selected. He said Mr. Morrison had been the Senior at Sandusky-Norwalk Interchange since the opening of the entire turnpike to traffic. Mr. Hartford said also that Claude L. Latham, a collector at Sandusky-Norwalk Interchange, was appointed Senior Collector at that Interchange to succeed Mr. Morrison. He said Mr. Latham had been employed in the toll collection department as a collector since the opening of the entire turnpike to traffic. He said each of the men was well qualified to perform the duties of his new assignment and that the Commission was fortunate in having such qualified persons to fill the vacancies created by the resignation of Mr. Minton.

The Executive Director reported further that in 1962 there were 323 fire calls on the turnpike. He said the equipment owned by the Commission answered all the calls and supplemental equipment from local political subdivisions responded to 21 calls. He said the Commission had requested aid in only 13 of those 21 calls and that the other 8 responses resulted from calls by persons off the turnpike who evidently observed the fires. He said that in addition to the 323 calls there were 82 calls made which were either false alarms or for fires which were minor and were extinguished without the need of equipment. The Executive Director said that of the 323 calls, 139 were grass fires and 175 involved vehicles. He said of the 175 fires involving vehicles, 101 were tire fires on trucks and 6 were tire fires on passenger cars. He said there had been 175 fire calls in 1961 and 150 fire calls in 1960. He said the substantial increase in 1962 in the number of fire calls over previous years was due to grass fires resulting from a dry spring and early summer.

The Executive Director reported further that a committee of the Highway Research Board of the National Academy of Sciences of the National Research Council appointed to study snow and ice control methods and procedures in use by all authorities having that problem had released its findings in a publication of the Highway Research Board entitled "Current Practices for Highway Snow and Ice Control". He said he was both happy and proud that the Commission

was able to make a substantial contribution to the committee in its work, that the committee had selected the Commission's field directive on snow and ice control and its storm reporting forms as exhibits in the appendices. He said that with respect to those exhibits the committee had stated in the report that, "the Committee considered them to be excellent, but this should not be interpreted as their recommendation for uniform adoption by other organizations operating under different rules, regulations, climatic conditions and other factors". The Executive Director said the staff found the report to be an excellent handbook on the subject and sufficient copies had been ordered for all supervisory personnel.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered. He said the report of the Committee on Service Plazas would be received.

The chairman of the Committee on Service Plazas, Mr. Teagarden, said he would like to thank the Comptroller for the report on concessionaires for the year 1962 which he had made under date of January 23, 1963. He said copies of the report had been furnished to all Members of the Commission.

Mr. Teagarden reported that the remodeling of the rest rooms at Erie Islands Service Plaza was progressing satisfactorily and should be completed soon. He said the similar remodeling at Vermilion Valley Service Plaza was progressing about on schedule but was not near completion. He said similar remodeling at Great Lakes Service Plaza had been delayed because of extreme cold weather after the work fell behind due to foundation difficulties so that the contractor was unable to get the work under roof before bad weather. He said the work at Great Lakes Plaza was expected to be complete and the improved facilities in service in time for the summer traffic.

Mr. Teagarden reported further that to improve the service in the cafeteria line at Great Lakes Service Plaza the Howard Johnson Company was authorized to enclose the former carry-out fountain area near the junction of the counter room and the dining room and to install grilles and incidental equipment to serve the cafeteria line. He said the enclosure was neat and tastefully decorated and that although that supplemental cooking area had been in use but a short time it would appear that it would serve its intended purpose of providing improved service and economy of operation.

Mr. Teagarden reported further that new dishwashing equipment had been installed in the four restaurants for which the A. B. C. Vending Company was the contractor and which were operated by the Gladieux Corporation, and that the Gladieux Corporation was planning the remodeling of the gift shops in those restaurants. He said the Committee had been informed that financing for the installation of cafeteria lines in the Wyandot, Vermilion Valley and Erie Islands Service Plazas had been approved by the Gladieux Corporation and it was expected the cafeterias would be in service before Memorial Day. He said the remodeling of the cafeteria line at Tiffin River Service Plaza to correct deficiencies in service which were noted in its pilot operation was proceeding. He said the remodeling included installation of a new walk-in cooler and walk-in freezer as an adjunct to the cafeteria line. Mr. Teagarden said that with the arrival of Memorial Day there should be five or perhaps six cafeteria lines in operation on the turnpike. He said the net result should be a substantial improvement in service at those locations where it was needed most.

Mr. Teagarden read for the record a letter addressed to the Executive Director under date of January 31, 1963 by the President of the Gladieux Corporation, Mr. Virgil A. Gladieux, as follows:

"Mr. C. W. Hartford  
Executive Director  
Ohio Turnpike Commission  
682 Prospect Road  
Berea, Ohio

"Dear Mr. Hartford:

"Mr. William Anders has suggested that we give you a progress report on the program started in 1962, which is set for completion May 15, to improve several service plaza units we operate on the Ohio Turnpike.

"A cafeteria has been completed and is in operation in the former service dining room at Tiffin River. Acceptance by the public has been excellent and has encouraged us in our progress. We are now installing additional equipment and following through on another phase of our program to revise all kitchens. The Tiffin River portion will be finished by the end of February.

"By May 15 the cafeteria construction program begun last year will be complete with new units at Wyandot, Vermilion Valley and Erie Islands plazas. Furthermore, merchandise sales sections now are being improved at Erie Islands, Commodore Perry, Middle Ridge and Vermilion Valley. This is expanding these areas to present a less cluttered, more appealing appearance.

"In addition, the aforementioned, broad program to revamp our kitchen departments is moving ahead in other units and will mean increased efficiency and more upgraded services to patrons.

"Current estimates indicate the cost of this program could increase our capital investments on the Ohio Turnpike by nearly \$200, 000.

"This is just part of our diversified program of working to provide Ohio Turnpike travelers with the most satisfying food service possible. Through these efforts, we hope to further establish ourselves as a progressive toll road operator in the eyes of the traveling public and to the satisfaction of the Ohio Turnpike Commission so that we may better serve them in years to come.

"Sincerely,

"GLADIEUX CORPORATION

"Virgil A. Gladieux  
"President

"clb"

Mr. Chastang commented that when the Gladieux Corporation was going to spend \$200, 000 it indicated the company appreciated its obligation. He said he hoped the appearance of gift shops in all the service plazas could be improved so that they would not look so cluttered. Mr. Redman asked whether the \$200, 000 to be spent by the Gladieux Corporation would take care of all the improvements contemplated. The chairman of the Service Plaza Committee replied that the Commission would have some small expenditures chiefly with respect to plumbing required. The Executive Director said such expenditures would be according to the Commission's contract with the concessionaire.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas would be accepted as offered. He ascertained that there would be no reports from the Director of Highways, the General Counsel, the Consulting Engineers, or the Director of Information and Research.

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

Resolution No. 1 - 1963

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, 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 December 18, 1962, and the Commission has duly reviewed and considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on December 18, 1962, 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, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with the four Members present voting in the affirmative. The resolution was identified as No. 1-1963.

The Chairman said that the regular meeting of the Commission for March would be held on March 5 at 11:00 A. M. in Room 907 of the Ohio Departments Building.

There being no further business to come before the Commission,

a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call by the Chairman.

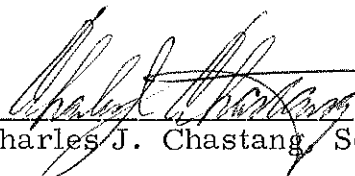
A vote by ayes and nays was taken ;and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Redman, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:25 P. M.

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

  
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Charles J. Chastang Secretary-Treasurer