

MINUTES OF THE TWO HUNDRED AND EIGHTIETH MEETING  
July 30, 1974

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Transportation building at 139 East Gay Street in Columbus, Ohio at 11:00 A.M. on July 30, 1974 with key members of the staff; a representative, Harvey A. Harnden, of the Consulting Engineers; representatives, Robert H. Bartholomew and P. Joseph Sesler, of the Trustee, the Ohio National Bank; members of the press and others in attendance. The meeting was called to order at 11:00 A.M. but no quorum was present at that time. At 11:04 a quorum was present and business began. The Chairman directed that the minutes show that Ralph H. Anderson, J. Phillip Richley and he were present.

The Chairman said he had bad news to report, that O. L. Teagarden would not be present, that he had had a telephone call that morning about 8 o'clock from Mr. Teagarden's son, James, advising him that Mr. Teagarden had gotten up expecting to attend the meeting but had been stricken with a sudden illness and had been removed to a hospital. The Chairman said that Mr. Teagarden's son told him that no diagnosis had yet been made but that the first thing that Mr. Teagarden had thought about was letting the Commission know that he could not be present for the meeting and Mr. Teagarden had told his son to keep the Commission advised of his condition.

A motion was made by Mr. Richley, seconded by Mr. Anderson, that the minutes for the meeting of June 4, 1974, which had been examined by the Members and on which the corrections suggested by the Members had been made, be approved without reading.

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

Ayes: Richley, Anderson, Shocknessy.

Nays: None.

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

The Chairman said he wanted to mention that the Commission's distinguished and devoted Deputy Executive Director and Executive Assistant to the Chairman, and long time Director of Information and Research, James D. Hartshorne, who had contributed selflessly throughout his employment to the affairs of the Commission would retire on the last day of

August. The Chairman said that Mr. Hartshorne had come to the Commission in September of 1952 and would retire after 22 years with the Commission. He said prior to coming to the Commission, Mr. Hartshorne had spent 24 years at The Cleveland Plain Dealer and had been a great reporter -- a reporter whose stories in The Plain Dealer, when he covered the Commission for that paper, he had often said in the presence of many who were present, including the Members of the Commission, could be used as the minutes of the Commission meeting. The Chairman said it was because of the great skill that he had exhibited as a reporter for The Plain Dealer in recording the business of the Commission that the Commission had chosen him to be its Director of Information and Research when it was financed. The Chairman said he remembered well that at that time Mr. Hartshorne had questioned whether or not, after such a long career at The Plain Dealer, he should leave The Plain Dealer and come to the Commission, because in those days it was not known whether or not the Commission was going to be stable and enduring, and the man Hartshorne then put his career on the block by coming to the Commission. The Chairman said Mr. Hartshorne had taken the chance; he believed in the Commission, he came to the Commission, and now he was leaving the Commission after 22 years, which compared with 24 years in his long career at The Cleveland Plain Dealer. The Chairman said, to paraphrase President Lincoln at Gettysburg, that there was little he could say about Mr. Hartshorne to portray what he had done. He said Mr. Hartshorne had always been available, day and night, and that he went back and forth to and from Columbus; that he had moved from Cleveland to Columbus and had moved his family, which was not then all grown, to Columbus and established his home in Columbus and that when the Commission moved from Columbus to Cuyahoga County from whence Mr. Hartshorne had come, that Mr. Hartshorne had chosen to maintain his residence in Columbus and would retire there. The Chairman said, to paraphrase President Lincoln further, that there was little that could be said about Mr. Hartshorne to add to the glory that he had given to the Turnpike and that he merited. He said he hoped Mr. Hartshorne would accept some form of recognition -- dinner, plaque, or something in lieu of a gold watch -- to memorialize the years that he had spent with the Commission. The Chairman said he remembered that when Mr. Hartshorne came to the Commission, when its offices were in the Seneca Hotel in 1952, he had said, "Jim, I am almost 51 and I have been at The Plain Dealer for 24 years. It's a great decision for me to make." The Chairman said he had encouraged and urged Mr. Hartshorne to make his decision in favor of coming to the Commission and he did come to the Commission. He said there was nobody associated with the Commission and nobody in the news media of Ohio who had not been touched by Jim Hartshorne's career with the Commission. The Chairman said he gave him expressions not merely of gratitude and admiration, but of his own personal affection. He said Mr. Hartshorne had been with him every time there had been a Turnpike crisis

and that Mr. Hartshorne had told the Executive Director that he would be available as a consultant after his retirement at the end of August. The Chairman said he especially wanted him to continue advising on the Commission's archives because Mr. Hartshorne and he had given much attention over the past quarter century -- the Chairman a bit longer than Hartshorne -- to the permanent record of the Ohio Turnpike Commission. He said he had recently discussed with the Ohio Historical Society, Fred J. Milligan, a trustee of the Historical Society and legal counsel for that organization, the interest that the Historical Society would have in the Turnpike's archives. He said the Historical Society had already sent a man to Berea to consult with the Executive Director, Allan V. Johnson, and with Mr. Hartshorne about the archives. The Chairman said that no one had any expectation of being able to take any form of exception to the Ohio Turnpike Commission papers and that his own papers were also being made available. He said his papers went back farther than the Turnpike. He said for more than 40 years he had kept a running file on the government of the State of Ohio and on the affairs of the Democratic Party. The Chairman said some things were in his files which were nowhere else because he had been more enduring than the various Democratic administrations and the various administrators of the Democratic Party. The Chairman said that when there was a change in the Governor's Office or at the Democratic Headquarters things had often been thrown out -- publicity, platforms and the like. He said he had his notes on platforms for many years and those were going to be available from him, and the Turnpike things would be available from the Turnpike Commission, so that in an orderly way sometime between 1974 and 1980 or 1981 the historical documents and credentials of the Commission would begin to flow to the Historical Society so that future generations would not have the problem of finding precedents, a problem the Commission had in the late 1940's and early 1950's. The Chairman said the only comparable undertaking was the Ohio canal system and the Commission had done a great deal of research on the Ohio canals which had been published in the Commission's Annual Reports. He said the Commission also had a full file of its press releases for the last 25 years. He said he was especially historically conscious, and had preserved papers, so it would not be hard for the Historical Society, or for any scholar doing research in the future, to find the history of the Turnpike because in the press releases, most of which he had either written or had a hand in writing, were available and they together with the Annual Reports, supported by the documentation that is in the files, would provide the history.

The Chairman said that was sort of a footnote to what he had had to say about Mr. Hartshorne. The Chairman said, "Let the future know that there was a man named Hartshorne who made a contribution to Ohio in a quiet, thoughtful, scholarly way."

The Chairman said he had sent his desk to the Archives room in Berea because he thought it was part of the memorabilia of the Turnpike. He said the financing went across the desk and many other things concerning the Turnpike had gone across it. He said he felt it belonged in the Archives. The Chairman said that he had also sent about one half of his law library to the Turnpike headquarters as well and that the desk and library were gifts and that he did not seek to be paid for them.

Mr. Richley said he could not think of anything to add to the Chairman's eloquence about Mr. Hartshorne and said he would only add that his association had been short-lived compared with the Chairman's but that he would echo many of the things the Chairman said.

Mr. Anderson said that Mr. Hartshorne had certainly gone completely out of his way, particularly with new Members, to try to make them acquainted with the Turnpike and its ways of doing things. The Chairman said Mr. Anderson should have seen how Mr. Hartshorne took Allan Johnson under his wing, when Mr. Johnson became Executive Director. He said Mr. Hartshorne had put his arm around Mr. Johnson and had given him everything that he had and took him up and down the Turnpike and introduced him to everybody. He said people like Mr. Hartshorne were providentially provided.

The Chairman said that he owed the Commission something in explanation of his closing of his private law office. He said it was well known, now, throughout the state and even farther, that he had done so, and that he no longer held himself out as available for day-to-day private practice. He said he would, however, go to his grave and probably kick the top off his casket as a lawyer. He said what he lived and breathed was being a lawyer and he should always be a lawyer and also would still be a part of the Ohio Turnpike Commission at the time he was kicking the top off his casket. The Chairman said that he did not mean that he was not going to do anything remunerative, but there were some other things besides the Ohio Turnpike Commission to which he was likely to give special attention, pro bono publico things. He said that in recent years his principal interests had been in non-remunerative things, such as The Ohio State University, and Mt. Carmel Hospital, both of which he was now separated from in theory if not in fact. He said he had completed his term on the University Board of Trustees and was not eligible for reappointment because the statute did not permit reappointment after a nine year term. He said Governor John J. Gilligan very graciously had told him that the Governor really had not known that he would not be able to reappoint him. He said the Governor did not say that if he had been able to reappoint him, he would have reappointed him, but what he said was:

"Why, Jim, I didn't know that I wouldn't be able to reappoint you." He said that neither he nor the Governor had suffered any embarrassment about whether or not he might have been reappointed, but he said his mother used to say, "He saved his meat and manners by the very gracious remark he made."

The Chairman said his interest in the University was not terminated because he was no longer a member of its board, and that his interest at Mt. Carmel was not terminated because he was no longer chairman of its board as he had been over the years, and that he had said publicly that he should continue his interest in Wilberforce University and he did so especially at this time, because Wilberforce University was going through a serious period occasioned principally by an act of God, the tornado of April 3, 1974, and that he had been active at Wilberforce for 24 years and would continue on that board and would continue to do what he could to revive Wilberforce.

The Chairman said the Constitutional Revision Commission was of great concern to him because it was concerned with the revision of the Constitution of the State of Ohio. He said he had firm views about what might or might not be put in the Constitution of Ohio and so he was going to continue with that. He said no one should think he was actually retiring, he was just shifting the emphasis of his activity, but he was not shifting any emphasis from those things which he should do for the Ohio Turnpike Commission, the Columbus Cancer Clinic and the other things he had mentioned. He said he wanted to mention those matters because he felt he owed it to the Members of the Commission, who had probably been asked questions by people. He said he had had reams of letters from people who had said that they did not believe a word of his letter of June 28, 1974 and he wanted to explain to those present that he did not believe every word of that letter either.

The Chairman said that he had great satisfaction in reporting the next matter. He said he had in his hand a copy of a letter addressed to the president of the Greiner Engineering Sciences, Inc. which had been forwarded to him by letter from T. E. Donnelly, a partner of J. E. Greiner Company, which he directed be passed to the members of the press who were present. He read the letter as follows:

"July 10, 1974

"Mr. George S. Jenkins, President,  
Greiner Engineering Sciences, Inc.,  
5601 Mariner Street,  
P. O. Box 23646,  
Tampa, Florida 33622.

"Dear Mr. Jenkins:

"As you know, for some time, Greiner Engineering Sciences, Inc., formerly known as J. E. Greiner Company, Inc., has been conferring with the U. S. Attorney's Office in connection with its investigation relating to illegal payments to public officials. Throughout the investigation, Greiner has steadfastly maintained that it had never authorized or knowingly participated in any bribes or kickbacks or other illegal payments to any public officials. Greiner has constantly urged the U. S. Attorney's Office to complete its investigations regarding Greiner's activities.

"On July 3, 1974, I was advised by the U. S. Attorney's Office that their investigation of Greiner's activities has been concluded. Furthermore, I was advised that the U. S. Attorney's Office has concluded that no legal action by that office will be forthcoming against Greiner, any of its subsidiaries or any of its officers or employees.

"In the past, our firm has advised you that Greiner should not make any public disclosures concerning the nature of the U. S. Attorney's Office investigation because we were of the opinion that such disclosures might prejudice the rights of other potential defendants in connection with the investigation. However, it is our view that the reason for non-disclosure no longer exists. Accordingly, you may now disclose to any appropriate person that the U. S. Attorney's Office has advised your counsel that no legal action by that office will be forthcoming against Greiner, any of its subsidiaries or any of its officers and employees.

"Very truly yours,

Signed Donald E. Sharpe

"Donald E. Sharpe"

The Chairman said Mr. Sharpe was a partner of the firm of Piper & Marbury, one of the great law firms in the United States and headed by William L. Marbury, an old acquaintance of the Chairman's. The Chairman said he was proud for Greiner to be able to read the letter into the record and he directed Mr. Harnden's attention and Greiner's attention to the fact that the Commission had steadfastly stated its belief in the integrity of Greiner and of its service to the Commission.

Mr. Harnden expressed his thanks and said that he was sure that the Commission's attitude had been very helpful to the J. E. Greiner Company. The Chairman said he was delighted to have the letter and had not known that Bill Marbury's firm was Greiner's counsel. He said

Mr. Marbury had been counsel to Judge Robert Porter Patterson when Judge Patterson was Under Secretary of War and was in charge of all procurement for the Army Air Force. He said Mr. Marbury, as much as anybody else in the United States, had familiarity with public contracts and he did not think one could do better than to have the opinions of Bill Marbury citing the status given his firm by one of the partners. He said that Greiner was under no threat of prosecution.

The Chairman said he had written to the publisher of The Cleveland Plain Dealer in the Fall of 1973 when its Washington columnist uttered some strictures which he thought were unfair. The Chairman directed that the Executive Director advise the publisher of The Plain Dealer of the Commission's receipt of these letters and the Commission's satisfaction in them and the Commission's hope that the publisher would bring them to the attention of the columnist about whom he had written.

The Chairman reported that Moody's Investors Service, Inc. had renewed the Aa classification of the Ohio Turnpike bonds and directed that the record show that Moody's had done so.

The Chairman reported also that the Executive Director had received a letter, to which the Chairman had taken exception, from the managing partner of J. K. Lasser & Co. in Columbus, soliciting employment by the Ohio Turnpike Commission. He said the Members of the Commission had already received a copy of his letter of reply and, as was usual in such situations, he did not spare the horses. The Chairman read the letter as follows:

"July 10, 1974

"Mr. A. David Adler  
Managing Partner  
J. K. Lasser & Company  
250 East Broad Street  
Columbus, Ohio 43215

"Dear Mr. Adler:

"Your letter under date of July 2, 1974, addressed to Allan V. Johnson, Executive Director of the Ohio Turnpike Commission, soliciting prospective professional employment by the Ohio Turnpike Commission has been brought to my attention and receipt is hereby acknowledged.

"The responsibility of the Commission to make an independent audit

of its books and accounts is required by the Trust Agreement dated June 1, 1952, 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) as Co-Trustee, as set forth in ARTICLE VII, Particular Covenants, Section 712, which reads in part as follows:

"The Commission further covenants that in the month of January or July, as the case may be, following the opening of any portion of the Turnpike for traffic, and in the months of January and July in each year thereafter it will cause an audit to be made of its books and accounts relating to the Turnpike by an independent certified public accountant of recognized ability and standing. Promptly thereafter reports of each such audit shall be filed with the Commission and the Trustee, and copies of such reports shall be mailed by the Commission to the Consulting Engineers and to the principal underwriters. Each such audit report shall set forth in respect of the preceding six months' period (or lesser period in the case of the first such report) the same matters as are hereinabove required for the monthly reports, and also the findings of such certified public accountants whether the moneys received by the Commission under the provisions of this Agreement have been applied in accordance with the provisions of this Agreement. Such monthly reports and audit reports shall be open to the inspection of the bondholders and their agents and representatives.

"The Commission further covenants that it will cause any additional reports or audits relating to the Turnpike to be made as required by law and that, as often as may be requested, it will furnish to the Trustee and to the principal underwriters such other information concerning the Turnpike or the operation thereof as any of them may reasonably request."

"The Commission currently is using the firm of Peat, Marwick, Mitchell & Co., for the audit required pursuant to the covenant in the Trust Agreement hereinabove cited, which would seem your firm resembles and which has the same general characteristics.

"Our information with respect to acceptance by the Auditor of State of the audit of the Ohio Turnpike Commission by Peat, Marwick, Mitchell & Co. in lieu of an audit by the Auditor of State is that it has been considered by every Auditor of State since March 1969 that a complete, perpetual audit by the Auditor of State at the same time an audit is being performed by a recognized accounting firm in compliance with the terms of the Trust Agreement would be duplication of effort and an economic waste.



"Your solicitation will be retained in our files for consideration in the event the Ohio Turnpike Commission at any time deems it desirable to dismiss Peat, Marwick, Mitchell & Co. We shall consider your solicitation to be made without any intentional political implication. We are sending a copy of this letter to the Governor of Ohio and to the other persons set forth below as receiving copies.

"Very truly yours,

"James W. Shocknessy  
Chairman

(with copy of Adler letter)

"cc: The Honorable John J. Gilligan

O. L. Teagarden, Vice Chairman, Member of Commission

Ralph H. Anderson, Secy-Treas., Member of Commission

Daniel E. Bricker, Member of Commission

J. Phillip Richley, Director of Transportation, Ex Officio

Member of Commission

Allan V. Johnson, Executive Director of Commission

Joseph T. Ferguson, Auditor of State

Thomas E. Ferguson, Deputy Auditor of State

John A. Blum, Director, Bureau of Inspection and Supervision of  
Public Offices

Peat, Marwick, Mitchell & Co., New York, Attn: Walter E. Hanson,  
Senior Partner

Cleveland, Attn: Dale B. King,  
Managing Partner

Columbus, Attn: Arthur W. Tuttle,  
Managing Partner

"bcc: John E. Hanson (with desk memo)  
JWS file (2) "

"AVJ:ws"

The Chairman asked for comment. Mr. Richley said he had read the letter and he would agree with everything the Chairman said. Mr. Anderson said he agreed with the letter.

The Chairman reported that the Employee Relations Committee, of which Mr. Teagarden was chairman and Mr. Bricker was vice chairman, had met and had accomplished some fine things. He said that since neither Mr. Teagarden nor Mr. Bricker was present to report for the Committee, that the Executive Director would have to make the report.

He said he was very proud of the Committee and that the Committee had never, over the years, been as well constituted as it was now. He said Mr. Teagarden, the chairman, was a Democrat, and an employer; and that the vice-chairman was Mr. Bricker, a Republican and a man who had spent his life in Labor. He said there was no way he could be prouder than to have two such men and that he prayed to God the Commission would have them long, to head the Labor committee and to add strength, stability and integrity to the Commission's Labor relations. He said he wanted the record to show that he had complimented Mr. Teagarden and Mr. Bricker, on behalf of the Commission. He said it was a mature committee and he thought the composition of the committee, including the other Members, was the best the Commission had ever had. Mr. Anderson said that when he was on the committee, the thing that impressed him was the homework that the staff had done before the committee met and the work of the committee counsel, which he felt was outstanding. The Chairman said that William C. Hartman and Francis K. Cole were counsel to the committee.

The Chairman reported also that Miss Mary Leatherman, who had worked for the Commission as consultant in food management for several years, had been quite seriously ill and he would like a letter sent to her by the Assistant Secretary-Treasurer.

The Chairman reported also that the Executive Director would discuss the request of the Florence Township Trustees to have an entrance to the Turnpike. He said perhaps some arrangement could be made whereby the Turnpike could be served without the great inconvenience that the Florence Township Fire Department had suffered.

The Chairman reported also that he had recently seen a copy of the second number of the Ohio Turnpike Commission Notes, which was an Ohio Turnpike employee publication and he wanted to congratulate the person responsible for the publication.

The Director of Information and Research, Talbot Harding, said that the Assistant Director of Information and Research, Robert P. Barnett, had done all the work. The Chairman offered congratulations to Mr. Barnett.

The Chairman reported also that almost \$200,000,000 of revenue bonds had been retired to date. He said \$195,950,000 had been retired which left only \$130,050,000 outstanding. He said on July 2 the Trustee had bought \$1,582,000 face value of bonds at an average price of 90.61. He said that price was an indication of what the public thought about the Commission

because under ordinary circumstances a 3-1/4% bond ought to be something in the current market if it stood at 90 when one could get about anything one wanted for investment. The Chairman said Banker's Acceptances were at 12%.

The Chairman reported also that income for the first six months of 1974 was \$20,067,671, which was about 4.5% less than for the first six months of 1973. He said revenues in June were 3.8% less than June of 1973 and that the revenues for the 12 months ended June 30 were \$45,012,215. He said July revenues were estimated at \$4,850,000 which would be 3.4% less than those of July 1973.

The Chairman said the high price of gasoline, in his opinion, had brought about the decreased activity at every interchange, so far as passenger cars were concerned, but the loss in passenger car traffic was partly offset by an increase in commercial traffic.

The Chairman reported also that there were no fatal accidents on the Fourth of July weekend and that there was only one fatal accident in July. He said only five lives had been lost in traffic on the Turnpike during 1974 and that 14 lives had been lost in the first seven months of 1973. The Chairman said he gave credit, of course, to the reduced speed limit, which the public was respecting, and it could not be ignored that there was less travel by private persons making trips. He said he also wanted to congratulate the Superintendent of the Ohio State Highway Patrol, Colonel Robert M. Chiaramonte, on behalf of the Commission, for the assiduous enforcement the Patrol had given the speed limit. He said Colonel Chiaramonte had had to stretch his units very thin in order to accommodate the additional requirements of surveillance which the lowered speed limit had made necessary. He said he wanted Colonel Chiaramonte to know that the Commission appreciated the way the Patrol was going about enforcement. He said that despite all the agony the public felt at first about the lowered speed limit, he found little complaint now.

Mr. Richley said on the matter of speed limit it was interesting to note that some of the national polls indicated that somewhere in the neighborhood of 71% of people interviewed would be happy to continue at the 55 mile an hour speed limit. The Chairman said that the public had earlier agonized about the lower speed limit but that the media had done a great deal by letting the public know that the fatal accident rate had declined. Mr. Richley said it was interesting that if the speed limit were to be extended as a national policy after June 30, 1975, that the lower speed limit might have a great deal of influence on the desing of future expressway facilities from the point of view of speed, safety, design

criteria, etc., and that in turn would reduce the cost of such facilities. The Chairman said that the inflation would, however, cancel the savings. Mr. Richley said he was not so optimistic as to believe the speed limit would lie at 55 miles an hour forever but that it would be somewhere between the old speed limit and the new. The Chairman said that a long while ago he had said he would not fight 60 miles an hour. He said when the man in Washington, whose name he would not mention, was talking about 60 for trucks and 55 for passenger cars, that everybody agreed that that was madness, but the Chairman had said at that time that he would not fight 60 miles an hour for both. He said 55 was successful.

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

The Assistant Secretary-Treasurer, Allan V. Johnson, reported for the Secretary-Treasurer, Mr. Anderson, that the following items had been sent to all Members since the last meeting.

1. Traffic & Revenue Reports for May and June 1974.
2. Financial Statements as of May 31, and June 30, 1974.
3. Detail of Investment Transactions which took place in June.
4. Draft of the minutes of the June 4, 1974 meeting.
5. Concessionaires Report - First Half 1974.
6. Budget Report - First Half 1974.
7. Month-end releases for June and July 1974.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Budget and Finance would be received.

The Executive Director reported for the chairman of the Committee on Budget and Finance, Mr. Anderson, that the staff department heads were completing work on the 1975 preliminary budget and that the work being done would be reviewed first by the staff members of the Budget and Finance Committee, and then by the full Committee of which Mr. Anderson was chairman and Mr. Richley was a member. He said after the staff members had reviewed the budget it would be presented to the Committee and the preliminary budget would be ready for presentation to the full Commission at the October meeting.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. He said the report of the Committee on Service Plazas would be received.

The Executive Director reported for the chairman of the Committee on Service Plazas, Mr. Teagarden, that since the last Commission meeting the six-month report on concessionaires had been sent to all Members and the statistics in the report generally reflected the state of the economy as it had affected the operation of the Turnpike. He said the amount of gasoline sold by the four oil companies on the Ohio Turnpike had declined anywhere from 6.4% to 18.5% as compared to the six month period in 1973. The Executive Director said that the decline was really a reflection not only of the decline in traffic but a reflection of the conservation efforts.

The Executive Director reported also that the dollar volume of restaurant sales was slightly above the comparable period in 1973 but that could be attributed to increased prices rather than to an increase in the actual volume.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Employee Relations would be received.

The Executive Director reported for the chairman of the Committee on Employee Relations, Mr. Teagarden, that the Committee had concluded a series of meetings, separate meetings with union and nonunion employee representatives. He said the discussions produced agreement on a number of changes in wages, salaries, and working conditions, some of which had already been announced and had been put into effect. He said changes not yet in effect were being incorporated into revised sections of the Commission's Employee Manual and were expected to become effective as soon as practical. He said the Commission Members had been informed of the changes already effective by copies of the memoranda that had been issued to the employees.

The Chairman said that Mr. Bricker had told him that he considered the Commission's Employee Manual one of the finest efforts he had ever seen in his years as a representative of labor.

The Executive Director reported further that the changes had been ratified by an overwhelming 80% of the union members, and while there had been no ratification vote by nonunion members, the staff had every indication that the nonunion employees were entirely satisfied with all the changes that had been made.

The Chairman said the report of the Committee on Employee Relations

was accepted as offered. He said the report of the Director of Transportation would be received.

Mr. Richley said that he had no special report but that on the matter of gasoline consumption and speed limits and expected revenues, he would say that from the experience of his Department and from its knowledge that while conservation was a highly desirable motive, objective and goal, he thought the high cost of gasoline would be the most important factor in causing the reduction in the use of gasoline. He said that factor alone had a great deal to do with the change in people's driving habits. The Chairman said there was no question about it. He said he was convinced and had said all along that the outrageously high price of gasoline had reduced the day-to-day travel of the average driver and vacation travel of all drivers. Mr. Richley said that he hoped Congress would think very hard and long before it removed the mandatory restriction at 55 miles an hour and allowed the states to adjust speed limits to their own needs. He said that 70 miles an hour, and in some states, 80, was an excessive speed and he did not believe that the nation should return to such limits, but that he would feel comfortable with an increase above 55. He said that somewhere between the old limit and the new limit was where he hoped it would come to rest in terms of speed limitation, safety, conservation and prices. Mr. Anderson said he felt that many people in the past had to driver 70 to 75 or they would be run over. He said prior to the reduction, a driver became a hazard if he drove at 60 miles an hour and so he was forced to drive 70 or 75 to stay in the flow of traffic. He said since the reduction in speeds most people were beginning to enjoy driving because they did not have to drive defensively all the time. Mr. Richley said there was another factor related to speed and that was the situation that developed when there were differential speed limits between passenger cars and trucks. He said in Ohio, when the passenger car limit was 70 miles an hour and the truck limit was 55 miles an hour, every passenger car driver was forced to pass any truck which he approached if both were obeying the law. He said that situation, plus the fact that multi-lane facilities forced drivers to shift from one lane to another to pass trucks and the situation posed difficult, frustrating and dangerous conditions. He said the rate of growth of truck traffic had exceeded all expectations. He said that on any highway, but especially in the freight corridors, truck traffic had risen 35, 40 and as high as 50%. He said some of the primary highways, and the Turnpike was no exception, were in fact highway truck corridors, and that the automobile no longer had the freedom of movement nor did drivers have the relaxed atmosphere of enjoyment that they had when truck traffic was 10 or 12% of the total traffic. He said the Department of Transportation was studying the problem and he was sure that the problem would have an effect on the Turnpike over the years. The Chairman said there was no doubt about it. He said the so-called

superhighways were no longer pleasure car, Sunday afternoon, scenic driveways. He said that when he was a boy people went out on Sunday afternoons to take a drive, but no one would take Sunday afternoon drives on main highways now, but would seek out the side roads. Mr. Richley said it was still possible to take pleasure drives by staying off the interstate system and staying on the primary and secondary systems. He said one could then really enjoy the countryside because it was still as lovely as ever. The Chairman said the countryside was still there, but the big arteries had become travel facilities rather than recreational facilities and they were what Mr. Richley had called freight routes. Mr. Anderson said there was another factor and that was the failure of the rails, particularly the east and west railroads, such as the Penn Central which had gone bankrupt, that were doing such a miserable job that businessmen could no longer afford to use them if they were going to stay in business, and that they either had to have trucks or have trucks deliver to them.

The Chairman said after World War II it had been thought that the railroads merely wanted to get out of the passenger business and gave bad service to passengers but they must want to get out of business altogether because they were giving bad service on freight, too. Mr. Richley said Route 30 in the north central part of the state had sections on it which 80% of the traffic was trucks or close to 80%. The Chairman said that that was an example of a freight corridor and what he had called a generation ago, when the Ohio Turnpike Commission was trying to buy steel, the steel heartland of America. He said a lot of the truck traffic that Mr. Richley was talking about was probably steel traffic. He said one of the New York newspapers had quoted what he had to say at that time, editorially, and that he had said how preposterous it was that the Ohio Turnpike Commission would be expected to go to Belgium to get steel for the Turnpike located in the industrial and steel heartland of the United States.

The Chairman said the report of the Director of Transportation was accepted as offered. He said the report of the Committee on Safety would be received.

The chairman of the Committee on Safety, Mr. Johnson, reported that only one fatality had occurred since the last Commission meeting, which brought the 1974 total to 5, which was the lowest seven-month total since the Turnpike opened despite the near record traffic level. He said he therefore considered the safety result to be outstanding. He said the biggest source of complaint about speed was in regard to truck speeds. He said there had been letter to The Plain Dealer about truck speeds. He said the Patrol attributed truck speed in large measure to the sophisticated ways that truckers had of evading the speed limit. He said one way, of

course, was the use of the Citizens Band radio sets that the truckers had. He said it was an illegal use, and there had been a newspaper article about truckers being warned by the Federal Communications Commission about the illegal use of their radios. The Chairman said that the truckers could be penalized for such use of their radios. Mr. Johnson said that they could be if they were caught. Mr. Johnson said the FCC, according to the article, had stepped in primarily because of the use of the CB radios to coordinate the January strike by the independent truckers and the December blockade on the Turnpike.

The Chairman said the report of the Committee on Safety was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director, Mr. Johnson, reported that the major resurfacing projects had been completed and the interchange and service plaza projects performed by Commission forces had either been completed or were in their final stages.

The Executive Director reported also that the work on the renovation of the Administration Building had been resumed after an approximate six-week delay caused by a carpenters' strike. He said that Mr. Bricker had telephoned the Berea offices of the Commission early in July to say that he had received a call from the International Brotherhood of Electrical Workers and that the call had been a complaint about the use of the Commission employees for certain electrical work in the building. The Executive Director said the work referred to had been so performed to get around areas that were affected by the strike and that it was not the Commission's staff intention to create a labor dispute of any kind through the use of some of its own employees. He said the work had been added immediately by change order to the contract in order to have it done by the contractor's electricians and there had been no further problem since that time.

The Executive Director reported also that late in June the toll audit project contractor (Electron Inc.) had obtained a short term loan from a group of investors to relieve partially the financial pressure that Electron had been under. He said Electron had indicated that it expected to complete a long-term arrangement within the next few weeks. He said the project had continued at a slower than scheduled pace but that 40 of the 86 toll booth terminals needed to operate the system, the last category of major equipment to be produced for the system, were completed and production had stabilized at about six terminals a week which would permit the project to be cut over in late October. He said the toll collector training program, including a very interesting audio-visual presentation that was played on a television type console was ready and that the training program would begin in August.



The Executive Director reported further that a supply of the new style toll tickets had been produced and had been distributed to all 17 of the toll plazas and that pre-encoding of the commercial charge cards for charge account customers was proceeding and would be completed by mid August at which time they would be distributed to all charge account customers.

The Executive Director reported further that training of RCA maintenance technicians in the new system was expected to be completed by August 2 and that in the following week RCA personnel and Commission maintenance forces would begin an extensive preventive maintenance program to insure that all the scales that were retained in the new system were in top condition and were adjusted prior to the system cut-over. He said he expected to be able to give a comprehensive report on the entire project status again at the September meeting.

The Executive Director reported also that the Consulting Engineers' annual inspection of all Turnpike facilities had been completed and the bridge inspection forms for the 635 bridges under the Turnpike's jurisdiction had been submitted to the Ohio Department of Transportation on July 29 and that the inspections were in conformance with the Federal bridge inspection standards. The Executive Director reported that corrective action on deficiencies that had been noted was already under way and as soon as the J. E. Greiner Company had submitted its other reports on all other facilities, including the service plazas, the staff would institute necessary corrective action on any other deficiencies.

The Executive Director reported also that he had continued to participate on two committees contributing to the Statewide Transportation Program. He said he had given the Department of Transportation the 1990 Turnpike traffic forecasts for presentation to ODOT's consultants. He said the forecasts had been developed as part of the J. E. Greiner Company study of Turnpike facilities. He said he would be meeting with the Transportation Study committees later in the day and that it was his understanding that an interim or preliminary report on the Statewide Transportation Plan should soon appear and that ODOT was planning to present that report on December 1.

The Executive Director reported also that the Federal Mandatory Fuel Allocation Program based on 1972 deliveries of fuel and was still in effect and affected all four companies operating stations on the Turnpike. He said that during July the supplies had been adequate.

He said there had been a slight limitation at the end of June by one of the companies but that no inconvenience had been suffered by traffic. He said during July Texaco had increased its allocation fraction from 100% to

110% which he read as an indication that the supply of motor fuel was more readily available. He said that prices, which were high, remained relatively constant through the month. He said that as of July 29 he had not yet been notified of the August allocation fraction for the companies, but on the basis of the July experience, he did not believe there should be any difficulty.

The Executive Director reported also that he and other staff members had met the Florence Township (Erie County) Trustees at the request of the Trustees to discuss their responsibility to provide fire protection on the Turnpike between mileposts 127 and 135. He said the request of the Trustees had been prompted by a need to cross township boundaries in order to gain access to the Turnpike and by a recent incident in which the Township's volunteer fire department had had an accident on the Turnpike while trying to reach a truck fire. The Executive Director said the access question had been raised 10 or 11 years ago by the Trustees of the same Florence Township and had last been discussed in 1969 but had never been fully resolved. He said the meeting with the Trustees had been amicable but there was no solution as yet and the staff was working on the matter to see if there were some alternatives. The Chairman said there might be an alternative, an outright unilateral alternative, to the Florence Township Fire Department answering the call. The Executive Director said that was what was being explored. He said there were already cases of adjoining jurisdictions entering into agreement to overlap into other areas. The Chairman said that the Commission was in no position to open up accesses to the Turnpike, that if an access was opened for one township, accesses could be opened up and down the Turnpike, but it was possible to work out some alternative arrangement. Mr. Johnson said that was what the staff was seeking to do.

Mr. Richley asked whether the problem was a common one or an isolated case. The Executive Director said that the frequency of the calls was so slight that the question rarely arose so that he did not call it a common problem. The Executive Director said the Florence Township Fire Department came on once in two years and happened to have an accident. He said in the history of the Turnpike that fire department had come on perhaps a dozen times so providing special access under the conditions was unreasonable. Mr. Richley asked if it was primarily township fire departments that gave the problem. The Executive Director said that was so. He said the Commission had some capabilities itself, that every one of the maintenance buildings had a water wagon which could usually handle small fires. He said the water wagon normally got to the fires in time and could usually put them out and that trucks and other vehicles that could have a tire catch on fire usually had fire extinguishers aboard that could be used for getting the fire under control. He said the blaze in question was somewhat larger and got to the point where the cargo had caught on fire. He said the Florence Town-

ship Department was called, and in trying to reach the scene drove along the berm, went out of control, returned to the road, and then struck a vehicle that had stopped nearby. He said it was an unusual chain of events.

Mr. Richley said that the Department of Transportation had a comparable problem but it was not concerned so much with access as with the fact that the drivers of the vehicles were not sure where they were. He said when drivers got on the interstate system, they had difficulty relating to their environments and did not know when they left one township and entered another. He said his department had had several requests from the Ohio Township Trustees Association to identify township boundaries with signs along the interstate routes. He said his Department had adopted a policy of erecting such signs when the population of the township was 5,000 persons or more. He said drivers of the fire trucks also got lost and were not sure where they were and that he could understand the confusion. The Executive Director said sometimes the firemen went in the wrong direction. The Chairman said frequently they started out and did not know how to get where they were supposed to go.

Mr. Anderson said with the increase of truck traffic it would be found that many trucks used hydraulic systems, hydraulic lifts and hydraulic steering, and so forth, and the hydraulic systems required reservoirs of oil which presented another hazard. He said his company found that occasionally, when a truck caught on fire, the reservoir of oil also caught, which added to the problem, so as truck traffic increased, fire hazards increased.

The Executive Director reported also that the second number of Turnpike Notes had appeared. The Executive Director said that a brochure that was part of the training material furnished to the toll collectors about the new toll audit system was featured in the Turnpike Notes. The Executive Director said the employee publication had been expanded to cover all employees and was distributed to all employees, which had not been done before. He said the publication would be helpful and he wanted to compliment Mr. Barnett because it was his work. The Chairman congratulated Mr. Barnett and said that the publication was a good device for employee relations.

The Chairman said the report of the Executive Director was accepted as offered. He said the report of the General Counsel would be received.

The General Counsel, Mr. Cole, reported that at the time of the last quarterly litigation report he had received oral advice and so advised the Commission that a settlement had been agreed upon in the case of Bufford vs Berton. He said that since then he had received a very detailed and good

letter from the counsel representing the Commission's insurance carrier confirming that. He said the case involved a rather serious accident in which a truck ran into a small vehicle which propelled it into a light standard. He said the final entry had not yet been made but that for all practical purposes the case was out of the way. He said if that case was considered as settled, the number of pending cases which the Commission had was lower than it had been since the end of 1972. The Chairman said that people gained nothing by suing the Commission.

The Chairman said the report of the General Counsel was accepted as offered. He ascertained there would be no report from the Consulting Engineers. He then said the report of the Trustee would be received.

Mr. Bartholomew said the only thing he had to report was that the Trustee would be accepting tender offers for bond redemptions on August 6.

The Chairman said the report of the Trustee was accepted as offered. He said the report of the Director of Information and Research then would be received.

The Director of Information and Research, Mr. Harding, reported that on May 15 a mailing had been sent to travel counsellors employed by automobile clubs, chambers of commerce and the like in the United States and Canada enclosing samples of Turnpike promotional literature and telling them of the favorable gasoline situation on the Ohio Turnpike. He said that in the two weeks following the mailing replies had been received from 338 counsellors in 35 states and six provinces. He said among other items four letters had been received from intending travelers in Ottumwa, Iowa, alone. He said one of the by-products of the mailing was a column that appeared on Sunday, June 16, written by Lou Gale of The Plain Dealer, a copy of which was in the Members' folders. He said because of the Gale story 436 items were sent out within the first week after its appearance. He said further inquiries were coming in from travel counsellors and from individuals who read the Lou Gale story or stories in other newspapers.

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

A resolution ratifying the actions of administrative officers was moved for adoption by Mr. Anderson, seconded by Mr. Richley, as follows:

RESOLUTION NO. 15-1974

"WHEREAS the executive director, deputy executive director, chief engineer, 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 June 4, 1974, 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 June 4, 1974 hereby are ratified, approved and confirmed."

The Chairman said the resolution was a legacy from the late Gordon McKay, who, when he was a Member, always wanted such a resolution.

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

Ayes: Anderson, Richley, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 15-1974.

The Chairman said that because the meeting was being held on July 30, the Commission might well pass up August and meet on the second Tuesday of September, which would be September 10.


There being no further business to come before the Commission, a motion was made by Mr. Richley, seconded by Mr. Anderson, that the meeting adjourn until September 10, 1974 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: Richley, Anderson, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:30 P. M.

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

  
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Ralph H. Anderson, Secretary-Treasurer