The Periscope MAY 26 1965

Selfish Interests

By Christopher Perry
Chief, Dover Bureau

THE GENERAL ASSEMBLY, after compiling a distinguished record in the first few months of its existence, seems now to be trying to erase its forward-looking posture. Most of what it has been doing of late seems motivated almost entirely by the selfish interests of Democratic legislators, politicians, or party faithful.

One proposal is that the Delaware Turnpike come under the jurisdiction of a separate commission instead of remaining under the Highway Commission. There are many good reasons for breaking up the Highway Department, but none of them seem to apply here.

FOR IF THIS one goes through, that 11-mile stretch of roadway will probably acquire the largest staff for its size of any road anywhere. Groundskeepers, policemen, repairmen, drivers, attendants, toll collectors—there's no telling what personnel might be required to run it acceptably. That is, acceptably from the political point of view.

Uncles, aunts, sisters, in-laws, wives, cousins, contributors, workers—there'd be plenty of room on Patronage Strip.

The provision that the county Democratic chairman serve in an ex-officio capacity was left out, perhaps inadvertently, and could of course be corrected by amendment.

THE COMMISSION itself would consist of three New Castle Countians, named by the governor and confirmed by the Senate, and the commission in turn would hire a director and staff. Names floating around for a commission or staff job include Matushefske, together with former State Police Supt. and State Rep. John P. Ferguson, D-Swanwyck Gardens. An endless list of hopefuls could be compiled.

Will the bill pass? The fact that it has eight sponsors (all eight New Castle County Democratic senators) gives it a good start. But the additional votes aren't likely to come from the Republicans and downstate Democrats would be foolish to go rushing in with their northern Delaware counterparts over party apportionment, and this bill in effect would delegate both power and jobs upstate.

The plan seemingly has been advocated only because of its potential for the party. It is difficult to find any other reason for it, for the commission is not needed.

ANOTHER MATTER in which the Assembly has failed to distinguish itself is that of the bill to allow retired state policemen to take second state jobs and retain their pensions, which the governor vetoed last week. As the governor noted, this would be placing the police in a privileged position.

Why is this bill needed? Is it so one or two retired state police officials can better afford to accept appointments as, for instance, magistrates?

And what about the bill to give tenure to teachers with temporary certificates and 10 years employment? One of the "yea" votes came from the senator most upset about the governor's above-mentioned veto, Calvin R. McCullough, D-Holloway Terrace, whose wife just happens to be a teacher with a temporary certificate and over 10 years employment.

Who's leading the way to change the appointing system for members of the Wilmington Board of Education? Sen. Russell D. F. Dineen, D-Wilmington, a mathematics teacher at Wilmington High School and thus an employe of that board. I'll bet other employes wish they had his bargaining power.

The unfortunate conclusion to it all is that more and more this session is degenerating into a scramble to see who can best serve his private interests.

BILL FRANK 5/27/65

The plum-tree turnpike

Now that there don't seem to be any more Republican-controlled agencies around to be ripped out by Democrats, guess what's cooking now?

Why, just another little old attempt to rip out a Democratic agency!

This is the strange phenomenon in Democratic circles — one Democratic faction seeking to rip another Democratic faction.

I refer to Senate Bill 144, recently introduced by Sen. Cal McCullough of Holloway Terrace, New Castle County.

Senate Bill 144 would do this:

—Take the Delaware section of the John J. Kennedy Memorial Highway away from the State Highway Department and put it under a three-member commission from New Castle County.

—Set up a John F. Kennedy Turnpike Commission as "an independent autonomous public entity and agency in the nature of a specialized body politic which is not subject to the supervision and regulation of any other department, body, or agency of this state."

Not bad, eh?

And then this three-member commission would not only operate the 11-mile turnpike, but also maintain it and expand it if necessary.

The story is that this bill is sponsored by all the Democratic senators of New Castle County, and the reason is pretty obvious.

Someone wants to get control of the turnpike and turn it into a real good political plum tree orchard.

There are those who are hopping angry with this idea and are yelling loud and furiously at such shenanigans.

Me? In a perverse sort of a way, I'd like to see the bill enacted.

I'd like to see just how a politically minded commission will take over this vital link in north-south Atlantic seaboard travel and operate it efficiently and economically.

It would be most interesting to see how the proposed commission would police the 11-mile stretch, clear it of snow during and after blizzards, take care of the maintenance, and keep the highway open in the event of serious accidents.

Originally, the Delaware turnpike, from the Maryland Line to a point near the Delaware Memorial Bridge, was part of the interstate freeway system and known as FAI-1.

But when the State Highway Department officials saw how slowly the federal money was trickling in and learned that Maryland had similar problems with its connecting highway, then known as the Northeastern Expressway, it was decided to take it off the federal-aid list.

Delaware and Maryland, in a marvelous joint state venture, finished their highways at the same time as toll facilities, financed by revenue bonds. The two roads were dedicated at the same time, Nov. 14, 1963, by the late President Kennedy.

All the resources and engineering brains of the highway department are behind the Delaware turnpike. State police patrol the turnpike on a contract basis; the snow removal problems are solved by the highway department and charged against the turnpike.

Right now, it is both logical and feasible for this turnpike to be under the jurisdiction of the State Highway Department.

But if this Senate Bill 144 becomes law, we'll have the strange oddity of an 11-mile superhighway under the jurisdiction of a three-member commission which will have to develop its own engineering staff and perhaps its own police force and its own maintenance staff.

There is bound to be confusion when we have two highway agencies—the State Highway Department and the proposed turnpike commission—in existence.

But if that's the way the Democrats want it, then the only way to teach them the errors of their way is to let them do what they have in mind. Others can sit back and have the fun of seeing something that was once worthwhile get all mixed up.

By the way, Senate Bill 144 has one glaring error. It says in Section 13 that the proposed measure is "necessary for the welfare of the state and its inhabitants."

This is nonsense. Why didn't the authors be more honest and say Senate Bill 144 is necessary for the welfare of a group of politicians?

6/28/65

A personal belief

Ax political job fee holdouts, says Dolan

Governmental employes who don't pay political party assesssments should be fired, Francis A. Dolan, New Castle Sounty Democratic chairman, declared yesterday.

Dolan said this was his personal belief only and that this was not currently being practiced by his party. He admitted the Democratic Party does ask governmental workers to pay party assessments—annual "donations" to the party—equaling a certain percentage of their paychecks.

HE said, however, that the assessments are voluntary and that many employes don't pay them. "I'd get rid of them (nonpayers) if I had my way," Dolan added.

His remarks came during the taping of a television panel interview show to be aired on WHYY this Sunday.

Asked by one of the panel members if he believes in the spoils system, Dolan replied he didn't. "I wouldn't call it the spoils system," he said. "How would they have their jobs if it weren't for a political party?"

DOLAN, who has emerged as one of the most powerful political figures in the state since reapportionment gave New Castle County control of the General Assembly, had candid observations on a number of topics. He:

—Criticized the State Highway Department for its administration of the Delaware Section of the John F. Kennedy Memorial Highway. He said the department wasn't really interested in the turnpike and that it would be better off under a separate commission. A bill to introduce a turnpike commission is pending in the general assembly.

—Denied there was any deal between Levy Court President Harry B. Roberts Jr., a Republican, and Commissioner John D. Daniello, a Democrat, whereby they rule through a coalition. After the taping of the show was completed, he also denied that Roberts would get a key state commission job in reward for his cooperaion with Daniello. "If he does, it will come through me," he said. "No one has made any overtures yet."

—Branded as "foolish" a statement by State GOP chairman Clayton S. Harrison that the Levy Court was not being run by either major political party but by labor.

—Described his job as party chairman as being responsible for getting every vote he can for the party. No vote must be overlooked, he said, including the "degenerate vote." One drunk's vote (for the opposition) can kill a preacher's vote, he observed.

—DECLINED to compare himself with the late Garrett B. Lyons, long-time Democratic power, but did say he and Lyons worked together for years prior to Lyons' death.

—Declared that his power comes through friendship. "I don't call it influence, I call it friendship. I look to these people as my friends," he said.

The bridge set a three-day record of 184,854 vehicles from Friday through Sunday, and expected another record of about 244,000 for the four days ending at 11 last night.

A single day's record was set Friday, when 67,102 motorists contributed tolls.

A record of 127,409 vehicles used the Delaware Section of the John F. Kennedy Memorial Turnpike over the four-day Independence Day holiday, according to Charles A. Rutter, turnpike manager.

The count, which began Friday evening at 6 and ended midnight Monday, exceeds the previous four-day high set last year of 103,409.

Evening News 7/6/65

Route 40 traffic shows drop in May

6/29/65 W.M.N.

From the Dover Bureau

DOVER—Traffic along U.S. 40, increasing slightly each month after the drop accompanying opening of the Delaware Turnpike, took a nosedive during May.

The State Highway Department's planning and review section reported traffic on the route averaged 13,439 vehicles daily at a point west of Bear, a drop of 4,839 vehicles over the daily average of May last year.

The decrease, department officials said, came as a surprise, since it has not occurred since the early days of the turnpike.

Turnpike traffic, however, was up 19 per cent in May compared to May of last year, according to Charles A. Rutter, turnpike general manager.

Average traffic along U.S. 202, meanwhile, jumped 5,535 vehicles daily to 23,059 vehicles last month as compared to May, 1964.

Foulk Road (Delaware 261) near Blue Ball recorded a daily average of 10,426 vehicles, a decrease of 380 to a daily average count of 5,646 vehicles.

Other traffic counting stations showed increases.

U.S. 13, south of Greenwood, was up 16 vehicles for a daily average of 7,546 vehicles.

Kirkwood Highway, east of Newark, provided an increase of 940 to 20,561 vehicles on a daily average, and U.S. 13 at Blackbird had a record of 15,529, an increase of 676 vehicles.

U.S. 113 near Milford showed a daily average of 8,917, an increase of 445 vehicles, and Delaware 14, near Rehoboth Beach, handled 688 vehicles a day more than May a year ago with an average daily count of 9,308.

Data Show U.S. Divided Roads Safer

CHICAGO (AP) — "Now this is a long trip so play it safe; drive on divided highways where the traffic is heavy."

As odd as this advice may seem, it is sound. Statistics show that despite heavy travel, divided highfhways, such as turnpikes, parkways and interstate highways, have a much lower fatality rate than older highways.

During the three-day Memorial Day hodiday period this year, in which a record 474 persons died in traffic crashes, divided highways were the safest auto routes.

AN Associated Press survey indicated today that 12 deaths occurred on such roads in this period. And year-long traffic records show the same results.

National Safety Council records show the fatality rate on turnpikes and interstate highways is less than half the national average and less than one-third the rural mileage death rate.

One key reason is that head-on collisions are extremely rare on divided highways, separated by land or by ditches, earthen mounds or tough steel or concrete barriers.

Head-on collisions took 7,361 lives in the United States last year, accounting for 15.4 per cent of the 47,800 traffic fatalities.

A motorist in Kansas and another in Michigan were killed during the Memorial Day holiday period after their cars crossed a grass median of the divided highways and collided with oncoming vehicles.

Steel barriers between divided highways are designed to prevent such accidents, but the barriers figured in two of the holiday deaths.

An Ohio woman was killed near Harrisburg, Pa., as the car in which she was riding struck the steel median barrier on the Pennsylvania Turnpike. **An Ohio man was killed on Interstate 71 in Columbus when his car hit a steel fender guard** rail and careened into a utility pole.

The other causes of deaths on divided highways during the holiday included striking a bridge rail, ramming into a parked car, skidding into a ditch, hitting a light pole and running off the road.

EARLY turnpike operations in the United States were marred by head-on collisions caused by cars crossing into oncoming lanes. However, remedial steps are paying off.

During the first seven years of the New Jersey Turnpike, from 1952 to 1958, 48 of the 158 fatal accidents were caused by cars crossing over the unprotected median strip.

There has been one cross-median fatality since installation of a steel guard rail in 1961.

The Pennsylvania Turnpike is installing a steel divider along its entire 470-mile, four-lane length.

Numerous other expressways are installing or have installed steel dividers.

Mathematics in millions

Pike sums delight ex-teacher

By WILLIAM P. FRANK

A former Wilmington mathematics teacher said yesterday he is spellbound by the success of an 11-mile turnpike so popular that $4 million must be spent for expansion.

He is Charles A. Rutter who retired from the Wilmington school system two years ago to become general manager of the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

As a school teacher, he thought only in terms of a few thousand dollars at a time.

NOW, he deals with millions in dollars and auto and truck traffic.

"I would say that this turnpike is one of the smallest toll roads in the country, but it is a smashing success and probably earning more money per mile than some of the largest turnpikes," Rutter said.

"The turnpike isn't 2 years old and it is already exceeding the traffic and income predictions of the engineers."

When the road was first planned as a toll highway instead of the federally aided FAI-1, engineers decided $28 million would be needed to construct it.

EVEN before the road was finished in November of 1963, another $2 million was borrowed.

Now, the state highway commission, which administers the turnpike is preparing to borrow $4 million in 5-year notes.

Here is how most of the $4 million will be spent:

Expansion of the Delaware House restaurant facilities, $765,000; additional parking areas, $230,000; new truck-automobile service center, $1.4 million; new eastbound exit ramp to Delaware 896 in and out of Newark, $240,000; service island canopy for the present auto service center, $110,000; landscaping, $130,000; additional signs, $100,000.

ANOTHER $356,000 will be spent for engineering and architectural design and construction supervision. About $635,000 will be earmarked for administration, miscellaneous costs and contingencies.

Some of the preliminaries for this work are already underway and most are supposed to be completed by late next summer.

Rutter said, "Our restaurant business is booming; so is the gasoline service station business. Sometimes we have as many as 150 buses a day park at our restaurant."

Despite the rain, Rutter said, the restaurant grossed $10,000 on Sunday—"the best day yet."

RUTTER is interested in the business of the restaurant, the gift shop and the gas station because the turnpike gets 21 per cent of the gross.

He reported that the little gift shop in the Delaware House, where the restaurant is situated averages $15,000 a month.

On the Fourth of July weekend 130,000 vehicles traveled in both directions, Rutter said, which was 23 per cent better than the Fourth of July period in 1964.

"Even our ramp traffic where toll collecting stations are not attended," he said, "has been doing 50-per-cent more business than a year ago. And there's really very little cheating going on."

HERE are percentage increases in traffic this year as compared with similar months last year:

January, 26 per cent over the same month last year; February, 33 per cent; March, 9 per cent; April, 40 per cent; May, 19 per cent.

"We haven't figured out the percentage increase for June," Rutter said, "but I can report that traffic averaged 30,000 vehicles a day."

Rutter is pleased with the low accident rate on the turnpike.

Since it opened on Nov. 14, 1963, there has been one death —that of a pedestrian who illegally crossed the highway.

"Compare this with the frequent highway deaths on U.S. 40 from Delaware to Baltimore," Rutter said, "and you'll understand why turnpikes are safer."

Pike traffic increase falls short of U.S. 40 decrease

Traffic increased on the Delaware Turnpike section of John F. Kennedy Memorial Highway last month, but not at as great a rate as it declined on U.S. 40.

The average daily traffic count on the turnpike was 26,711, an increase of 3,073 over the average for June, 1964, while the average daily count on U.S. 40, west of Bear, was 14,603—down by 5,295 from last year.

The figure indicate the increase in the average daily volume on the tunrpike was about 2,000 vehicles less than was lost by U.S. 40.

A State Highway Department spokesman attributed this apparent decline in highway use across the northern part of the state to "normal, month-to-month fluctuations in traffic." The highway-use picture next month could be quite different, he said.

HE said that, during the past six months, traffic volume on U.S. 40 has continued to decline from that for each of the corresponding months of the previous year.

Turnpike toll booths, meanwhile, were showing a year-to-year increase of more than 12 per cent. Last month, 803,129 vehicles used the turnpike.

THE U.S. 40 counting station was one of four in the state which registered decreases in June. There are nine stations.

On U.S. 13 south of Greenwood, the daily count was 7,811, a decrease of 15 vehicles a day. On the same highway at Blackbird, the count was 16,542, up 608 or 3.6 per cent.

There was a decrease of 6.2 per cent on Foulk Road near Blue Ball, but the north section of that highway — Delaware 261 — is being widened.

A decrease of 6.02 per cent was recorded on U.S. 301 west of Middletown.

There were increases of .6 per cent on Delaware 14 north of Rehoboth; 16.3 per cent on the Concord Pike (U.S. 202); 6.3 per cent on the Kirkwood Highway and 5.5 per cent on U.S. 113 north of Milford.

City man at institute

Samuel E. Brown, a biology teacher at Howard High School, began attending a summer institute on radiation biology yesterday at Howard University, Washington, D. C. Brown, who lives at 1309 Walnut St., is among 26 high school biology teachers attending the institute, presented in cooperation with the Atomic Energy Commissio

7/21/65

Rt. 40 Use Off 50 Pct; Pike Busier

From the Dover Bureau

DOVER — Traffic on U.S. 40 in Delaware continued to decline last month as more and more drivers turned to the John F. Kennedy Memorial Highway for the trip across Delaware.

The average daily traffic count on 40, west of Bear, dropped 27.5 per cent from June 1964 and nearly 50 per cent from June 1963.

The daily count on 40 was 14,603, a decrease of 5,295 from last year. In June 1963, a peak period before the turnpike opened, the average daily count was 29,898.

WHILE 40 was showing the decline, business at the Kennedy Highway toll booths was showing a year-to-year increase of more than 12 per cent. Last month, 803,129 vehicles used the turnpike, for a daily average of 26,711 against 23,638 in the same month last year.

Charles A. Rutter, the turnpike manager, said there is no doubt that the turnpike has siphoned traffic off U.S. 40.

But added: "I think 40 will come back. There is precedent for it. U.S. 130 in New Jersey is a prime example. On 130, traffic took a nosedive after the New Jersey Turnpike opened but now is busier than ever."

Rutter said he believes the same thing will happen on U.S. 40 and the Delaware Turnpike. "There will be enough traffic for both roads," he said.

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Morning News 8/14/65

Turnpike man

Toll taker's 1 arm is plenty

By TOM MALONE

The Delaware Turnpike may not be the only enterprise in the country with a one-armed toll collector, but Charles A. Rutter, turnpike manager, feels that the field can't be crowded.

Rutter referred to Michael Marciniszyn, who lost his right arm as a boy 33 years ago and as a man is regarded by Rutter as one of the turnpike's best employes.

Two other collectors re one-legged and see no problem in doing a job, an opinion with which Rutter concurs. Michael Bazeluk and Myles Williams both lost legs in childhood accidents, yet each has earned his living through his adult life.

"Each man has to be put under the label, 'handicapped,' but for our purposes they're just first class workers, with a high standard of work," Rutter said.

Rutter said he was asked last week if the turnpike had a policy of hiring handicapped workers.

"My first reaction was to say 'no,' and I still wouldn't say there is any policy about it," he said. "The point is, the question had never occurred to me before. As far as this job goes, there is no handicap to these three men."

Marciniszyn of 203 Filbert Ave., Elsmere, has been working at the turnpike since last October and Bazeluk, of 247 Bungalow Ave., Elsmere, for the past three months. Williams of 1408 French St. is the veteran, joining the turnpike in March 1964, five months after it opened.

Marciniszyn has to be the noteworthy one among the three, for during busy periods toll collectors have been known to think wistfully of the value of three arms and more.

The usual tactic is to take payment with one arm, punch the appropriate button with the other, and make change with both. Marciniszyn does it all with this left arm in one easy flowing motion.

Wilm. Morning News

2 brave chill wind

Del. turnpike rite honors JFK

A dozen adults and youngsters braved a chilling November wind yesterday to pay respects of the memory of President Kennedy.

The occasion was the second anniversary of the dedication of the 11-mile Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

The location was at the Delaware-Maryland line, marked by a replica of a Mason-Dixon boundary stone. This was the marker unveiled by President Kennedy late in the afternoon of Nov. 14, 1963.

A wreath was placed at the stone by Joseph Blanco a toll collector who started working for the turnpike division of the State Highway Department when the turnpike opened for business Nov. 15, 1963.

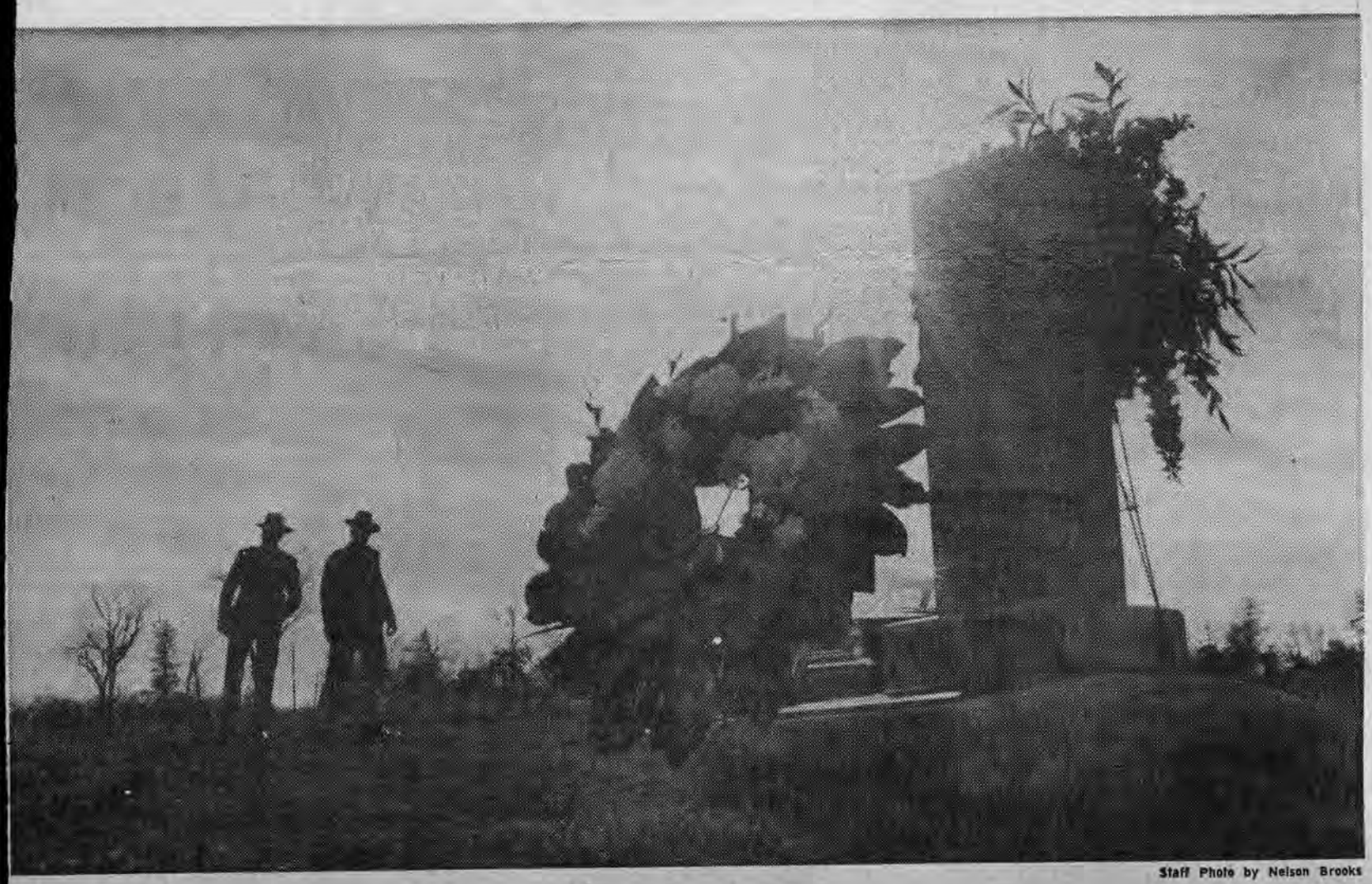
Charles A. Rutter, general manager of the turnpike, spoke briefly about the late president who was assassinated in Dallas, Tex., eight days after he had dedicated the highway that now bears his name.

Rutter said that Kennedy was certainly one of the greatest of all Americans.

He noted that since the turnpike was opened two years ago, about 15 million vehicles have used it and about $6 million has been received in tolls and concessions.

The simple ceremony was concluded by the blowing of Taps by four buglers from the Warner Junior High School color guard.

Staff Photo by Frank Fahey



Staff Photo by Nelson Brooks

LEST WE FORGET — Two years ago (above), a smiling President Kennedy, former Delaware Gov. Elbert N. Carvel (on Kennedy's right) and J. Millard Tawes, governor of Maryland, cut the ribbon opening the highway that now bears his name. Eight days later, he fell victim to an assassin's bullet. Yesterday (left) a wreath in his memory was laid at the marker erected on the spot where opening day ceremonies were held.

400 Families Evacuated Near Scene of Derailment

11/1/65

Besides routing families, the train wreck also forced a detour in traffic along U.S. 40 in the Elkton area over the Dela-

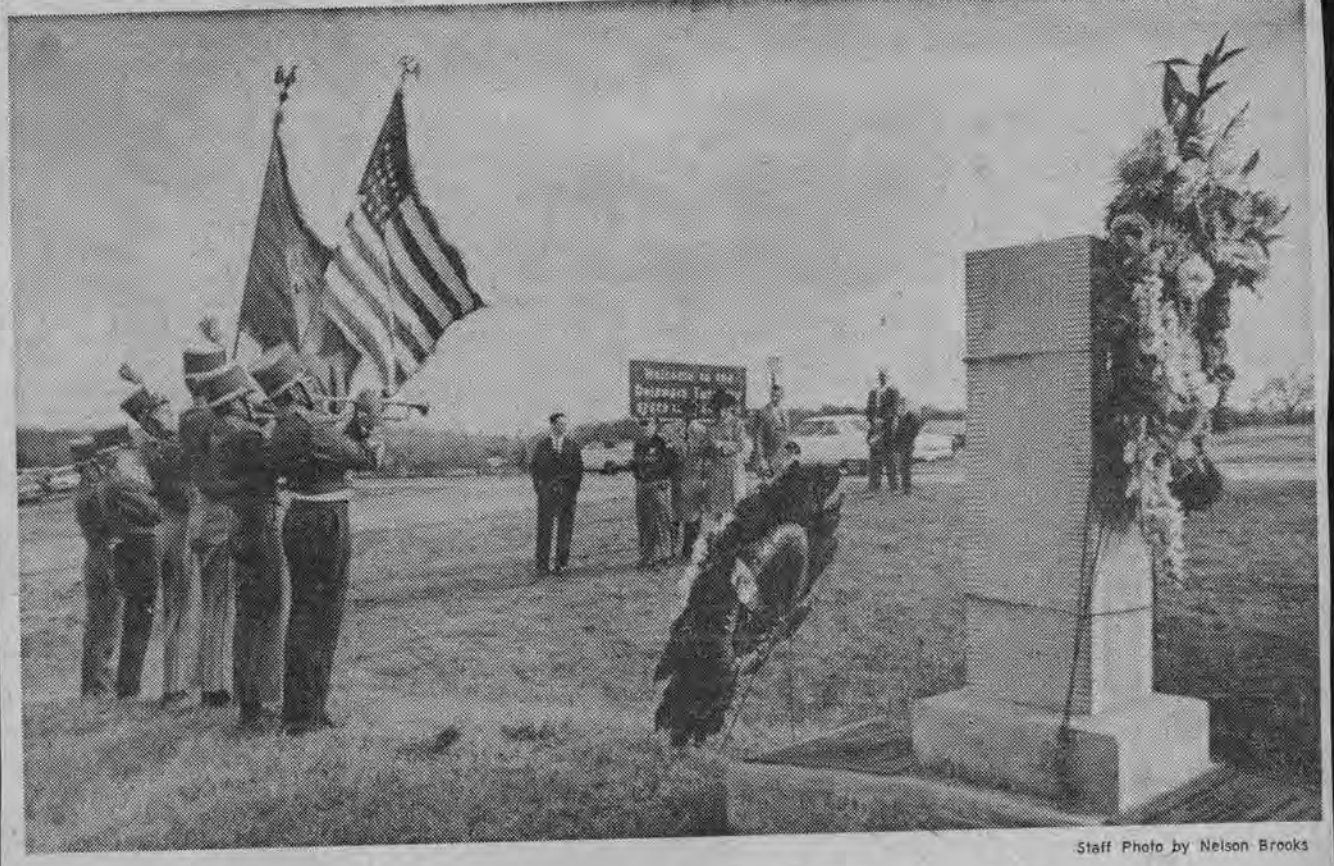
ware Turnpike section of the John F. Kennedy Memorial Highway.

Frederick Klair, turnpike superintendent, this morning reported traffic was running about 20 per cent above normal.

Because of restrictions in the toll road's bond indenture, Klair said, all motorists must pay tolls.

"THIS came as sort of a surprise to some of them," he commented. "If they don't have the money with them, we're issuing default tickets they can mail in later."

11/15/65 - Evening Journal



Staff Photo by Nelson Brooks

Taps Honor Late President

The Warner Junior High School color guard, consisting of four buglers and two flag bearers, blows taps at the replica of a Mason-Dixon boundary stone. The stone was unveiled at the Delaware-Maryland line two years ago yesterday by the late President John F. Kennedy, when he dedicated the 11-mile Delaware Turnpike, now named the Delaware Turnpike Section of the John F. Kennedy Memorial Highway. Yesterday's ceremony was marked with the placing of a wreath at the marker and a brief talk by Charles A. Rutter, turnpike general manager. About a dozen adults and youngsters attended. Kennedy was assassinated eight days after the highway dedication.

The Turnpike Can Lead the Way

11/15/65

BETWEEN the eastern end of the Delaware Memorial Bridge and the Maryland line the distance is 14 miles via the bridge and its approaches and the Delaware section of the John F. Kennedy Turnpike. This is a modern traffic corridor. With the new twin added to the present bridge, this whole stretch is engineered to high modern standards of speed, safety, and capacity.

It might as well be as handsome as possible, too. This is the concept now further advanced by Alexis I. du Pont Bayard as vice chairman of the Delaware River and Bay Authority. On his motion his board is recommending that the $33,000 program it has on hand for landscape work at the Delaware end of the bridge be tied in with a $125,000 program on the Delaware Turnpike.

Mr. Bayard makes a point of local pride. "It is possible," he says, "that we can make these 14 miles a show place, a unique corridor of beauty famous all over the nation. I also point out that the beautification will be financed by private funds, not taxes, out of tolls collected at the bridge and on the turnpike."

Why shouldn't the toll bridge and toll highways of the super route from New York to Baltimore show a pretty pair of heels to the U.S.-financed interstate routes in this important matter of the quality of the roadside scene? It will be a good while before the new federal laws controlling billboards and junkyards take effect. The New Jersey Turnpike and the Maryland toll section of the Kennedy Turnpike are big moneymakers with funds they have power to spend as appropriate without delay.

It may not be easy to make the most dramatic kind of landscaping on roadways that for the most part take straight courses through flat country. But surely much can be worked out by topnotch landscape architectural firms.

For example, plantings of trees, shrubs, and flowers can certainly be done in bright and imaginative ways. It is true that only parts of the adjacent Christina Marshes have survived the construction of the new highway. But can't those areas be greatly enhanced for the pleasure of travelers? Is there any reason why the flashing wings of waterfowl shouldn't become a sight to help make people remember the little piece of Delaware they pass through?

Let's hope for the cooperation now suggested.

Holiday travelers stretch road seams

Record - breaking traffic on the roads and in Wilmington stores combined with above-normal temperatures to make the four-day Thanksgiving holiday a "better than last year" affair.

No one compared this year's turkey, football or other offerings with those in the past, but J. Harry Abbott, divisional merchandise manager of Wilmington Dry Goods Co., said, "Shopping was better over the weekend than it was during the same time last year."

"Today (Sunday) was just like the day before Christmas," he added.

"In spite of increased competition and the unseasonable warm weather, sales are much better than last year," said Richard L. Burkhard, general store manager of Gaylords Discount Department Store on Miller Road. "When cold weather comes, shopping will be just wild," he added.

Other stores, including the newly opened Atlantic Thrift Store and Shoppers Fair, agreed yesterday that sales were up in all departments, but especially in toys and ladies fashions.

THE "unseasonably warm" weather averaged six degrees above normal for most of the weekend. Only Thanksgiving Day itself fell below the mark, registering two degrees below normal with a high of 51 and a low of 28.

Normal rainfall for a four-day period in November is half an inch, but the Thanksgiving holiday was moistened with only .14 of an inch.

A new record was set yesterday in the number of vehicles passing through the toll gates of the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

The 51,844 vehicles yesterday broke the old record of 48,890 set the Sunday after Thanksgiving last year, according to Charles A. Rutter, general manager of the turnpike.

The total number of vehicles passing through the turnpike gates during the five days ended at midnight last night, 190,094, also set a record for a five-day period. The volume for the long Thanksgiving holiday in 1964 was 169,704.

Evening Journal 12/2/65

Island Between Traffic Torrents

THE CROWD of holiday travelers is the kind of sight you used to see in a very busy railroad station. Or the kind you see see in an airline terminal today. (Terminal is the word whether it is a way station or not.) This one is a new kind of station on a new kind of main line in Delaware.

It is the Service Area—if that's a good term—in the Delaware Turnpike part of the Kennedy Memorial Highway. It occupies a big spread between the lanes a bit east of the Newark interchange. The day is the Sunday after Thanksgiving of 1965. Nothing quite like the jampacked cars outside and the crowds in and around the restaurant and the gasoline pumps has ever been seen in Delaware until the modern age of turnpike travel.

For some travelers and their families the Service Area is in fact a way station on the high-speed surface route running north and south along the Atlantic seaboard. For instance, college students who spent the weekend at home are making connections with friends en route in one direction or the other. Many a northbound station wagon has skis lashed on top. Southbound ones are toting boats and surf-casting rods. So many boats are being towed that the road sometimes has the look of a dry-land canal.

On this artificial island between torrents of traffic the cars pulling in and out have to crawl, so tight is the jam. At the futuristic-style building that contains the restaurant and comfort station the lobby is packed. The queue for the table-service restaurant is long—but not as long as the one for the cafeteria. A line of cashiers can't quite keep up with the people who want to pay their checks.

What's the general atmosphere of the place? Quiet good humor, mostly. Clothing? As a rule it's the comfortable styles—sports clothes and sun glasses—that Americans find to their liking on their jaunts of several hundred miles in a day.

On a wall there is the photograph of President Kennedy dedicating this interstate turnpike on that November day of 1963. It shows him flanked by Gov. Carvel of Delaware and Gov. Tawes of Maryland, not many days before he was assassinated that same month.

If there is a single spot that draws more travelers than any other in the Service Area of the John F. Kennedy Memorial Turnpike, it is this picture.

Caught Here and There

Fireworks are perfectly safe so long as they are used by people of discretion who read the directions and take the necessary precautions.—*Dr. Max Levin, a professor at New York Medical College, comparing anti-fireworks laws to anti-pornography legislation.*

If we can spend $50 billion a year on armaments we can spend one-fifth that amount on cleaning up our water.—*United Auto Workers President Walter Reuther, on water pollution.*

An Impressive Record

THE DELAWARE Turnpike has compiled an impressive statistical record in its two years of operation. Last year, the $3,425,000 it took in from tolls and concessions equaled the gross amount originally predicted for 1972. The traffic—8.4 million vehicles—equaled what had been forecast for 1971.

There's another record, however, that is even more significant. In those two years of operation, almost 16 million vehicles have traveled the turnpike and only one life has been lost!

Even that was something of a freak—a woman disobeyed the law, walked across the turnpike, and was killed.

Perhaps the big test of the turnpike hasn't come yet. When the Wilmington freeway goes into use, the Christina interchange is going to become a great deal more complicated than it is today, and an increase in the number of accidents, including fatal ones, may be observed.

But even with that added complication, we'd venture the guess that the turnpike will continue to be many, many times safer than any other Delaware highway.

The turnpike is a vivid example of how much good design and limited access can do to make highways safer for those who use them.

Friday
December 3, 1965

EVENING JOURNAL
WILMINGTON DELAWARE

Staff Photo by Bob MacDonald

Turnpike manager Charles A. Rutter and the head of JFK.

At Pike Restaurant

Caresses Mar Statue of JFK

The nose and head of a bronze bust of the late John F. Kennedy are gradually being worn away by the touch of turnpike motorists.

In less than a year's time, the patina surface of the Kennedy statue has been badly worn by people reaching out to pat or stroke it.

The bust, the work of Maurine Ligon of Rogers Manor, was placed last January in the foyer of the Hot Shoppes Restaurant on the Delaware Turnpike section of the John F. Kennedy Memorial Highway.

Charles A. Rutter, manager of the turnpike, said today that while the damage to the memorial has been unintentional, the statue has been roped off to protect it.

Another complaint, he said, is that restaurant customers frequently place such things as coffee cups on the pedestal where the bust is displayed.

The patina, applied with acid and a blow torch, is supposed to provide a permanent surface. However, the sculptor notes, the likeness of the late president has been subjected to virtually unheard of "caressing" by men, women and children.

It is estimated about 10,000 pass by the bust daily.

The bust was a gift to the turnpike from Alexis I. du Pont Bayard, a former lieutenant governor and now vice chairman of the Delaware River and Bay Authority.

Evening Journal 12/2/65

Pike Take Seen $3.6 Million

The 11-mile Delaware turnpike section of the John F. Kennedy Memorial Highway is expected to produce $3.6 million in gross revenues this year.

This was reported by Charles A. Rutter, general manager of the turnpike, to the state highway commission at its meeting in Dover yesterday.

He also reported that the gasoline service station on the highway was one of the busiest in the country over the Thanksgiving Day weekend.

For example, Rutter said, about 30,000 gallons of gasoline were sold in an eight-hour period last Sunday, and during the 24 hours of the same day, a total of 55,000 gallons were pump-

Rutter also said the restaurant on the turnpike was jammed last Saturday with a strange combination of anti-Viet Nam protesters who had marched in Washington and midshipmen of the U.S. Naval Academy who had attended the Army-Navy game.

The Washington marchers arrived at the restaurant in about 55 buses and the midshipmen in about 50 buses.

"Fortunately, they did not show up at the restaurant all at the same time," Rutter said.

Traffic on Sunday alone totaled 52,000, Rutter said, "which is just about the record in the history of the highway that opened Nov. 15, 1963."

Gross revenue from the turnpike this year is expected to be $3.4 million; next year's gross revenue is estimated to be $3.64 million.

The highway commission yesday adopted a budget of $653,100 for operating the turnpike, about 12 per cent higher than the current budget.

Children's Christmas Party

December 18, 1965

EVENING JOURNAL
WILMINGTON DELAWARE

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Frederick W. Hartmann, City Editor

Not a Record, But Almost

DELAWARE hasn't gone over its own top in traffic fatalities in 1965—but it has come close. With a week left in the year, 1965 was already second only to 1964 in highway deaths, 112 to 118 for all of last year. Four persons died over the Christmas week-end, which made that week-end the worst Christmas in the state's history.

All this came about despite monumental efforts by state police to stem the tide that rose so high last year, efforts that are redoubled in the Christmas season because of the increased drinking that always attends the holidays.

The record toll of 1964 was attributed partly to efforts by state legislators to cut down on police traffic law enforcement measures, particularly the use of radar. When the wraps were taken off the police in the final third of 1964—after an alarming increase in fatalities in the first eight months—the rate went down.

This year the state went 10 months comfortably behind last year's record pace. Yet in the last two months the fatality total has crept to within five of that for this time in 1964, despite the efforts of police to hold it down.

Something, obviously, is wrong. Just as obviously, whatever is wrong is not confined to Delaware; in the nation as a whole, almost three times as many lost their lives on the highways in the four-day Christmas holiday period as were killed on the battlefields of Viet Nam in a week after the U.S. commitment was intensified many times over.

Perhaps a nation which cares enough to be able to arrange a 30-hour halt to the killing in Viet Nam doesn't care enough about the slaughter that goes on at its own doorstep. Indeed, that conclusion is almost inescapable; it has been demonstrated many times over that Americans can achieve almost anything they set their minds to achieving.

What's to be done? A look at the year's fatality record brings out one fact clearly: of the 112 persons killed on Delaware roads, none has been killed on the turnpike. The conclusion must be that the rest of the state's streets and roads aren't safe enough. But the engineering and rebuilding of existing roads will take a lot of time and money. In the meantime, much could be done along other lines.

The most profitable line to pursue, probably, has to do with the driver. The modern automobile on the modern highway is a dangerous thing, even a weapon in the wrong hands. Yet it is a relatively simple matter for anyone above the age of 16 to get a license to drive one. About the only effort made to make sure that new drivers are qualified comes through driver education courses and the driver improvement program that comes into play after a driver has gotten into trouble.

There is no such thing as a license that limits the driver to driving under specified conditions for which he has proven himself qualified. There is no requirement of periodic re-examination of drivers to be sure that they are still qualified.

This is the sort of thing that might be done to improve the quality of driver on the highways. Until the man behind the wheel is made the object of an intensive campaign to improve the safety of the highways, the outlook is for little improvement in this disheartening and costly record.

12/22/65

12-22-65

11-22-65

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12-22-65

Wilm. Morning News 1/6/66

Experts were conservative

Pike income leaps ahead 7 years

By WILLIAM P. FRANK

The 11-mile Delaware turnpike has become an unexpected bonanza, with last year's total revenues seven years ahead of original predictions.

Charles A. Rutter, general manager of the state's toll section of the John F. Kennedy Memorial Highway, also reported yesterday that last year's revenues collected by the turnpike just from concessions, such as gasoline sales, auto service and food, were $876,000, twice the amount projected for the year 2001.

THESE predictions were made in 1962 by the engineering and traffic consultants for the turnpike division of the State Highway Department. This was before the highway from the Delaware Memorial Bridge to the Maryland line was financed by revenue bonds.

The demands upon the single auto service station and restaurant have been so great that the turnpike division borrowed $4 million to build another auto service station and expand the restaurant and parking space.

RUTTER reeled off a series of statistics at yesterday's meeting of the highway commission testifying to the toll road's affluence.

He reported the gross revenues from all sources last year were $3,425,000.

"This is what our total revenues had been predicted for 1972," he said.

The total traffic last year was 8.4 million vehicles—or what had been forecast for 1971.

Rutter also noted that there had been only one fatality on the highway since it was opened Nov. 14, 1963.

"Keep in mind," Rutter added, "that almost 16 million vehicles have traveled on the turnpike since the day it opened."

RUTTER recalled that this one fatality involved a woman pedestrian who had crossed the road illegally.

Despite the unexpected revenues and traffic, the highway commission has given no thought to reducing tolls.

It costs the driver of an automobile 30 cents to travel from near the Delaware Memorial Bridge to the Maryland line. The tolls for trucks vary according to size.

The outstanding debt of the turnpike is around $34 million. Of that sum, $30 million was borrowed through long-term revenue bonds. The rest was borrowed in short-term notes.

ALEXIS I. du Pont Bayard, Wilmington attorney and counsel for the turnpike division, said that the money in excess of what is needed for operating the highway is being put into an improvement fund. It also will be used to pay off the $4-million worth of short term notes, he said.

The highway commissioners also were told yesterday that a recent Dun & Bradstreet report shows the Delaware turnpike is rated among the top five toll facilities in the country in traffic growth and revenues in the past year.

Here is the comparison of the 1965 statistics for the turnpike with 1964 figures:

—The present auto service station paid the turnpike division $520,000 on its sales of more than 6.2 million gallons of gasoline or a 21 per cent increase over 1964.

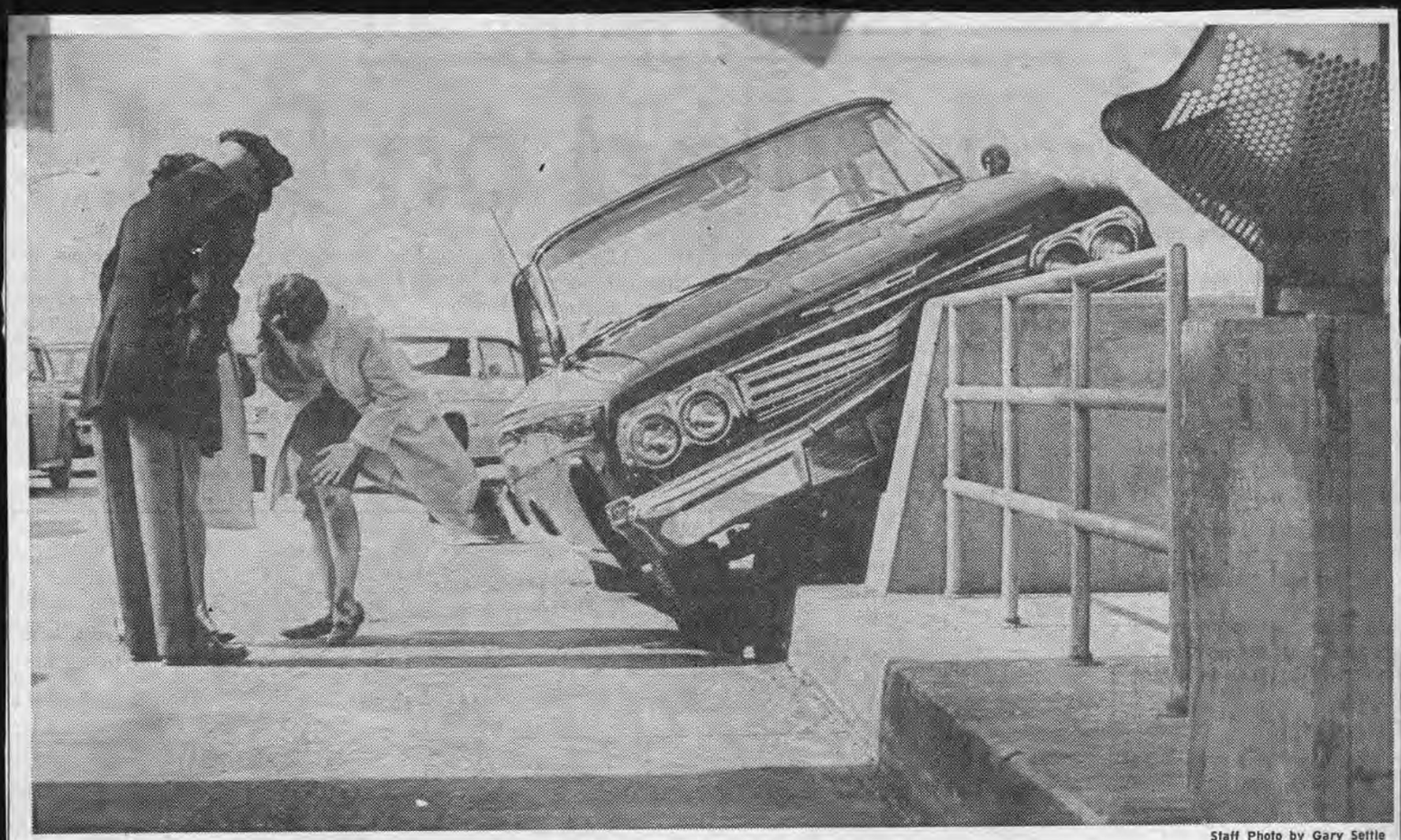
—The Hot Shoppes, Inc., which operates the restaurant, paid the turnpike $356,000 last year or 31.7 per cent more than in 1964.

—The combined revenue from concessions — $876,000 — was 27 per cent more than in 1964.

—The 1965 revenue from concessions represented 26 per cent of the total gross revenues collected on the turnpike. In 1964, the revenues from concessions was 25 per cent of the total gross income.

—The 1965 traffic total of 8.4 million vehicles was 19.5 per cent more than in 1964.

—The total revenue from traffic last year was more than $2.54 million or 21 per cent above the 1964 revenue from traffic.



Staff Photo by Gary Settle

Toll gate missed

This car, which state police said was driven by Mary Hackett of Absecon, N.J., struck the toll plaza of the Delaware Turnpike Section of the John F. Kennedy Memorial Highway Saturday. Police said its brakes apparently failed. There were no injuries. The accident occurred at 11:26 a.m.

Morning News

THURSDAY, MARCH 3, 1966

CHARLES A. Rutter, general manager of the Delaware Turnpike section of the John F. Kennedy Memorial Highway reported the recent snowstorm had cut into the toll collections at the main barriers but that receipts from the restaurant had increased.

This was principally due to the increased use of the turnpike by buses, he said.

Rutter reported, for example, that gasoline sales in February went down 4 per cent, compared with February of last year.

The total toll collection was up only 1 per cent compared with the corresponding month of 1965

but this was sustained only because the tolls on the ramp barriers were good while the tolls at the main barrier declined.

Davidson noted that, so far this winter, it has cost the highway department $665,630 for snow removal from highways in the state.

The Morning News • Tuesday, March 15, 1966

Ferry deficit leaves predictions at sea

By WILLIAM P. FRANK

The Cape May-Lewes Ferry last year spent $2.1 million more than its income, according to an audit of its first full calendar year.

Officials of the Delaware River & Bay Authority have known that the ferry would not be self-supporting for at least 18 years.

But the audit for 1965, presented to the authority at its meeting yesterday, showed use of the ferry fell so short of predictions that it left traffic experts high and dry on their earlier forecasts.

A comparison of a traffic and income forecasts made two years ago with the audit revealed that traffic experts overestimated ferry income for 1965 by about $870,000 and the number of motor vehicles using the ferry by 118,862.

The ferry service between Cape May and Lewes started on July 1, 1964, but was hampered that summer by a strike for 18 days. However, there was no personnel trouble last year.

In the spring of 1964 a prospectus was issued by the Delaware River and Bay Authority, in connection with its $103-million revenue bond issue for financing the ferry and the second Delaware Memorial Bridge, which also is part of the authority's responsibility.

THE prospectus said that, in the calendar year of 1965, the ferry would have a gross revenue of $1.839 million.

According to the 1965 audit, the ferry had a gross revenue of $968,689.

The 1964 prospectus predicted that the ferry would carry 280,000 vehicles and 805,000 passengers and pedestrians in 1965.

The latest audit, however, showed that the traffic amounted to 161,138 vehicles and that 541,973 passengers (including drivers) and pedestrians used the ferry last year.

THE 1964 prediction was that, in 1965, it would cost about $2.2 million to operate and maintain the ferry line. But last year the ferry's expended budget was a little more than $3 million.

In striking contrast to the ferry, the Delaware Memorial Bridge did a whopping business last year. Its total income was more than $8.7 million and operating expenses were a little more than $1.7 million, leaving almost $7 million in net income.

This money goes into the general revolving fund to help cover the deficit on the ferry, to pay for maintenance and for bond retirement.

THE traffic experts of 1964 were conservative in their predictions for 1965 bridge traffic and income.

They forecast that, in 1965, the bridge would handle somewhat more than 13.1 million vehicles and would have gross revenues of about $7.9 million.

The audit for last year revealed that the bridge's traffic amounted to about 14.4 million vehicles.

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brows, to approve a $317,500 fee asked by its consulting engineers, Howard, Needles, Tammen and Bergendoff, for the $4-million improvement program on the turnpike. The fee comes to 7.9 per cent of the cost of the project.

—Received a report from Davidson that $628 million will be needed in the next 20 years for all highway and street requirements in Delaware. Davidson said he included in this figure $38 million for new primary highway construction and $62 million for present highway improvements.

THURSDAY, APRIL 7, 1966

In another action, the commissioners agreed to have the highway department's traffic engineers study the possibility of reducing tolls on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

They acted after renewed prodding from House Republican Whip Everette Hale of Newark, who accused the commissioners of giving him the runaround on his efforts to eliminate or reduce the tolls.

Henry T. Price, chairman of the commission, ordered the department to get "a fresh opinion" from the consulting firm, Coverdale and Culpitts.

HALE said reducing or eliminating the tolls would divert traffic from the heavily traveled Kirkwood Highway and eliminate what he said would be an injustice that would be created when Interstate 95 is opened north of the turnpike. There will be no toll charges on Interstate 95.

Hale said the Kirkwood Highway now handles twice the amount of traffic as the turnpike. He called for eliminating all tolls on the turnpike or cutting the ramp tolls.

Alexis I. du Pont Bayard, a highway commissioner and former lawyer for the department, told Hale: "The state cannot entirely do away with tolls without violating the trust indenture."

The turnpike was financed entirely by the sale of bonds to individual investors. The bonds are to be paid off out of turnpike revenues.

IN other business, the commissioners:

—Voted, some with raised eye-

Ban asked on bridge union vote

River and bay agency's suit asks injunction

The Delaware River and Bay Authority has started Chancery Court action to prevent a union from being declared the exclusive bargaining agent for its employes.

A suit has been filed to enjoin the Delaware Department of Labor and Industrial Relations and the Electrical Workers' Union, Local 313, from holding an election among toll collectors and maintenance employes at the Delaware Memorial Bridge.

The Delaware River and Bay Authority is an agency of Delaware and New Jersey which operates the bridge and the Cape May-Lewes Ferry. Its lawyer, James L. Latchum of Wilmington, takes the position that Delaware laws pertaining to the unionization of public employes do not affect the bistate authority because it is an interstate agency.

LATCHUM'S action in filing suit was approved yesterday by the bistate authority at its meeting.

The official attitude of the bistate authority is that, while its employes can join unions if they desire, no one union shall be regarded as the sole representative of the men in any particular category.

According to the bill of complaint, the electrical workers union had asked the department of labor to certify it as the exclusive bargaining agent for the toll collectors and maintenance employes of the bridge below the grade of supervisor.

LATCHUM, on behalf of the bistate authority, petitioned the labor department to dismiss the union's petition. However, on March 9, the labor department denied the petition and ordered that an election be held.

Latchum charged that, not only is the Delaware law permitting unionization of public employes "unduly and arbitrarily interfering with the powers and duties of the authority," but that its application to the authority is unconstitutional.

HE further argued in his bill of complaint that the Delaware labor department has no jurisdiction over a bistate agency and that the General Assembly of Delaware cannot "unilaterally place additional duties or obligations upon the authority."

Another contention was that the electrical workers' union cannot exercise any control over the bistate authority because it is a private agency outside the framework of government.

Free pike use within Del. asked

By WILLIAM P. FRANK

DOVER — The state highway commission yesterday discussed moving the motor vehicle inspection lane out of Wilmington and trying to abolish tolls on the Delaware turnpike for Delaware residents.

Russell W. Whitby, motor vehicle commissioner, told the commission that complaints about the inspection lane from residents in the 8th St. and Bancroft Parkway area were rising. Some couldn't get into their driveways during peak inspection periods, he said.

A minimum of five acres is needed for an inspection facility, Whitby said. To meet the needs of the population concentration, it should be north of Wilmington, he added. There is an inspection lane south of the city off Churchman Road.

REP. Everette Hale, R-Newark, asked two months ago for elimination of tolls on the Delaware Turnpike section of the John F. Kennedy Memorial Highway. Charles H. Rutter, turnpike manager, said yesterday business is good, with traffic up about 9 per cent compared to May 1965. Rutter also said the Hot Shoppe on the turnpike served 30,000 customers last month.

Hale said the commission agreed in the bonding agreement for the turnpike to set up "an equitable toll system." When Interstate 95 is open from Wilmington to Basin Road, Hale said it should pick up most or all of the traffic from Wilmington to Newark, thus relieving the traffic problem on the Kirkwood Highway, and this is only possible on a toll-free highway.

YESTERDAY, Ernest A. Davidson, director of operations of the State Highway Department, said when the Newport bridge over the Christina River is closed and when Interstate 95 is open from Wilmington to Basin Road, a survey will be made to determine traffic patterns on the turnpike. He said the survey would cost $13,000, which drew whistles from some commissioners.

It was reported that $900,000 of $2 million available for mosquito control had been spent, mostly for ditching and pools. The report said the larvaecide, Abate, a new organic phosphate, will be tested extensively this summer against mosquito wrigglers.

Pike May Get Link To Prices Corner

A freeway route linking Prices Corner and the Delaware Turnpike will be studied as a possible alternative to the southern portion of the proposed Delaware 141 freeway.

The planning committee of the New Castle County Land Use and Transportation Planning Program directed its staff to make a more detailed, continuing study of the new route, which the staff presented for consideration yesterday.

The transportation planning agency has approved the State Highway Department's plans to build a freeway along Delaware 141 from Prices Corner to Fairfax. The new route under study consists of two roads, linking existing roads and crossing each other south of Stanton.

ONE element is a new road curving southwest from Prices Corner to a connection with Chestnut Hill Road where that road now ends at Delaware 7, south of the railroad bridge near Stanton. The other element is an extension of Limestone Road from Stanton to the Delaware Turnpike (Interstate 95). This would include a new half interchange on the turnpike near the point where Churchman Road crosses the turnpike.

The two elements together would form a limited-access highway between Prices Corner and the turnpike, avoiding the present congested Newport connection. In addition, it would provide links with Chestnut Hill Road and Limestone Road, a recently improved connector to Pennsylvania, which joins Lancaster Pike at Kaolin, Pa. Chestnut Hill Road runs generally parallel with the turnpike and Kirkwood Highway, between the two. It extends from the Maryland state line to Delaware 7 near Stanton.

THE study ordered yesterday could show that either or both roads are going to be needed to handle future traffic. Whether the state can afford both, and which should have priority on construction funds, if both are needed, are questions to be faced.

Meanwhile, the agency got some new predictions yesterday on projected family income and from the University of Delaware employment in the county in 1985 and 1990. Family income affects automobile ownership, which governs trips made by car, which influence the need for roads. At present there are 120 cars for each 100 families in the county. The new predictions are that there will be an estimated 167 cars per 100 families in 1985 and 175 in 1990.

The staff also presented an idea for increased use of commuter train service. One idea called for a new station on the Pennsylvania Railroad, near Delaware 7, with a huge parking lot, for park-and-ride commuter service. Providing new rail and bus service might require demonstration grants or other financial aid, it was stated.

LAST year, beach buggies were permitted to drive in one area north of Rehoboth Beach to the general area of Ft. Miles. A second area started south of Indian River Inlet to about Nomad Village. The third was north of the northern limits of Fenwick Village.

Several commissioners and State Sen. Curtis W. Steen, D-Dagsboro, agreed yesterday that serious consideration must be given soon to protecting Delaware beaches from "outsiders."

Steen appeared before the commissioners at the regular meeting, along with a delegation from the Delaware Beach Buggy Association, to protest highway department restrictions on the use of the beaches by the vehicles.

WILMINGTON, DELAWARE, MONDAY, MAY 30, 1966

This Bears Mention

By Tom Malone

Some habits of eaters

The sight of a horse snuffling around the shrubs of the Hot Shoppes on the Delaware turnpike last week gave a man named Leonard Treiber some pause.

"You get cynical, you think you've seen everything and something like this comes along and destroys your confidence," said Treiber, who is the manager of the only oasis on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

"People often step out and walk their dogs," he said. "They've been traveling a long way, and its understandable, well . . . you understand. But this was a horse."

He said he went out and talked to the man about it. The man told him the horse was a thoroughbred. A track in Maryland known to horseplayers as Bowie is opening and the man was taking the animal to Bowie in a one-horse trailer.

Treiber said the man told him that because of this prospect he didn't want the horse to get too stiff in the legs, that the horse was a thoroughbred, and he hoped Treiber didn't mind.

Treiber finally told him to try to avoid allowing the horse to trample up too much of the shrubbery (it was all right, the man told him, the horse never did think much of grass) and went back into the restaurant.

He told the story in the mid-afternoon during a relative lull in the place, with only about 25 to 30 travelers eating in the cafeteria section.

In the lobby a couple of children were playing hide and seek, a couple of women were wandering about with the casual look of wounded anger mothers always seem to wear in looking for children who had been told to stay put.

"Migod, I always forget when I travel that so many others are doing the same thing," a woman told her companion at a nearby table. "I thought traveling in the middle of the week, traffic would be light. Where are they going?"

Treiber said he didn't know. "New York or Washington, mostly, I guess."

For volume the Hot Shoppes has to be the busiest eating place in the state. It is open 24 hours a day and there are people in the cafeteria, the dining room, the snack bar every minute of them.

Treiber said the place has about 150 employes now, "but in the summer we'll go to 250 or so. We'll hire students home for the summer."

He is from Brooklyn but has lived in Delaware — at the DuBarry Apartments on the Kirkwood Highway—for the past eight months. He likes it here, although he has been with the Hot Shoppes for eight years, most of them in the more cosmopolitan atmosphere of Washington, where the shoppes first started heating in 1932. He's young, and has the enthusiasm to go with it.

Treiber said his staff doesn't take much abuse from the travelers.

"Most of them are fine," he said. "In an operation of this size, naturally you run into trouble now and again. You have to expect it. Take a man who has been driving for hours, maybe his wife has been bearing down on him all the way, he might want to take it out on somebody. When it happens I always try to talk to them, to take the pressure off the girls."

He called on Mrs. Carla Holiskey of Ogletown, the cashier, for help in trying to remember celebrities who had dropped by for a bite. They remembered Gov. Nelson A. Rockefeller and Sen. J. William Fulbright, then stopped.

"We've had some movie stars, some TV stars in, but I can't remember their names," Treiber said. "Mostly, they are only noticed when they want to be. I've found that most of the time they slip into the cafeteria, eat and slip out. We try not to bother them. They're traveling and are as tired as any."

Out of the staff of 150, Treiber has found that enough of them are multilingual to be of help in any language barriers met.

"We had eight busloads of Frenchmen a while back, and there were enough of them who spoke English to make out," he said. "But we have people here who can speak French, Italian, German, Spanish . . . we have others too, probably, but that's as far as I've had to go."

A lot of the customers are wearing the exotic costumes of the East, which Treiber finds attractive, but some of the domestic costumes he finds repulsive.

"We had one man in here, I won't go into what he looked like, but he was wearing part of a suit of armor, with a pair of rubber boots. He had a helmet, with a little arrow that was pressing against his forehead. He looked uncomfortable in it, but I couldn't worry. Given a choice between him and . . . well, that horse wasn't too bad."

Weekend traffic kills 3 in Del.

Delaware's traffic death toll for the Memorial Day weekend stood at three last night with more than 24 hours remaining in the three-day holiday.

In addition, a traffic death was recorded near Westover, Md., early Saturday and 2-year-old Connella Lampkin of 1108 E. 12th St., Wilmington, was killed just before the start of the holiday death count by the National Safety Council at 6 p.m. Friday. The count ends at midnight tonight.

Delaware has had one Memorial Day highway death in the previous three years. Both 1963 and last year were free of fatal road accidents.

THE three deaths brought the state's count for this year to 38, compared to 43 in a similar period last year.

Among the weekend deaths was that of Eugene Swain, 35, of Washington, D.C., the first person to die in a car on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway. The only previous death on the toll road was that of a pedestrian.

VICTIMS of other Delaware accidents were Thomas M. Newell, 26, of 1711 Chestnut St., who was dead on arrival at Wilmington General Division after an accident at 5:30 Saturday morning on Basin Road, and Thomas Green, 21, of 102 Colling St., Milton, fatally injured in a crash on Delaware 249 south of Milton at 2:20 a.m. Saturday.

Mrs. Ella Mae Hutt, 26, of Fruitland, Md., was killed in an accident on U.S. 13 north of Westover, Md., at 5:30 Saturday morning.

State police said Swain was a passenger in a car driven by Evelyn Garrison, 34, also of Washington. They said the accident occurred on the turnpike about 500 yards south of Delaware 41 at 6:26 a.m. Saturday.

THE northbound car went into a skid on the wet road, police said, and spun clockwise for about 100 feet before striking a guard rail. A rail broke loose, police said, penetrated the trunk of the car and pushed the victim and the back seat against the front seat.

Swain died at Wilmington General Division at 9:25 a.m. The Garrison woman was treated at the same hospital and released.

WILMINGTON, DELAWARE, TUESDAY, MAY 31, 1966

Auto death toll hits 5 in state over holiday

Delaware's holiday death toll climbed to five yesterday with the death of a Wilmington-area boy from injuries received in a bicycle accident and a fatal accident near Harrington.

Roads were jammed throughout the state yesterday afternoon as persons started home from weekend trips.

Sunshine yesterday brought crowds to Memorial Day parades and observances in several Delaware towns and also drew throngs to beachs, parks and picnic areas.

The Delaware Memorial Bridge reported a record total of vehicle crossings for the five-day Memorial Day period beginning Thursday. A spokesman said 252,231 vehicles used the span, 4,204 more than a year ago.

Eastbound bridge traffic was backed up to Farnhurst shortly before 10 last night. The spokesman said a traffic accident in the eastbound lanes of the New Jersey Turnpike caused the slowdown.

Wilmington police said homebound motorists leaving the Delaware Turpike section of the John F. Kennedy Memorial Highway created "the worst jam in years" in south Wilmington.

NATIONALLY 501 persons had lost their lives between 6 p.m. Friday and last midnight.

The death of Charles Leon Duker, 33, of Ellendale in the Harrington accident pushed the state's death toll for the year to 39, compared to 44 at this time last year.

THEN the death at 5:50 p.m., in Wilmington General Division of Robert E. Barker, 10, of 1701 Barley Mill Road, raised the toll to 40. State police said he was riding at 1:20 p.m. Saturday on the crossbar of a bicycle operated by James R. Miller, 13, of 2702 Barley Mill Road when the bicycle hit a rut in the shoulder on the right side of the road, on the Lancaster Pike near Wooddale Road.

Barker was thrown from the bicycle into the path of a panel truck driven by Clifford S. Watley, 66, of 216 8th Ave.

Only two Memorial Day holiday deaths—one in 1962 and one in 1964—had been recorded between 1957 and this year in Delaware.

STATE police at the Bridgeville troop said Duker was pronounced dead on arrival at Milford Memorial Hospital after the accident on Delaware 14 about 1:30 yesterday morning.

They said he was alone in his small foreign car, headed west, when he apparently lost control of the car while rounding a curve. The car ran off the right side of the roadway, turning over in a drainage ditch. Officers said Duker was thrown from the car which rolled over on him.

IN an accident on the Delaware Turnpike six persons, all deaf-mutes from New York, were injured at 5:40 a.m. One, Louise Hunter, 38, was reported in critical condition at Wilmington General Division last night with compound fractures of the skull.

State police said the station wagon in which they were riding overturned on the road at the Du Pont Parkway overpass. Officers said they were unable to determine the cause of the accident because the driver, Benjamin Huger, 37, suffered a fractured right arm and was unable to write answers to their questions.

Peace feeler by Hanoi hinted

NEW YORK (AP) — Newsweek magazine reported last night that North Viet Nam has moved to start peace talks by using Romanian intermediaries.

The magazine cited unnamed Communist diplomats in Washington for the source of its information and explained that "U.S. officials have no independent corroboration . . . but regard it as probable."

Newsweek said:

"The move reportedly came when Gen. Emil Bodnaras, Bucharest's deputy premier, visted Hanoi recently. He was told by Red boss Le Duan that North Viet Nam would not come to the peace table 'on its knees' but was interested in exploring a peaceful settlement."

Huger and William Cooper, 23, were reported in fair condition at Wilmington General Division. Treated at the same hospital and released were Cecilia Huger, 33, Albert Small, 41, and Grace Small, 34.

Yesterday's bright sunshine, with temperatures in upper 60s and low 70s, low humidity and a light breeze made a perfect setting for parades staged in most Delaware cities and towns.

AT Rehoboth Beach, where late May marks the summer season's start, Memorial Day visitors were estimated at between 40,000 and 45,000. Cool winds and rough waters cut down the bathing and sunbathing crowd from Saturday's 6,000 count.

But the Cape May-Lewes Ferry carried 3,000 vehicles and about 6,000 passengers on its weekend trips, it was reported.

Sen. J. Caleb Boggs, R-Del., spoke at Memorial Day services at Rehoboth, sponsored by Henlopen Post 4, American Legion. During the ceremonies the post presented the town with an American flag in memory of members who have died within the last year. It will fly in the city hall plaza.

Highways' Holiday:

5 Killed in Delaware

Disregard of traffic laws and unsafe driving practices were given today by safety and police officials as causes contributing to Delaware's most deadly automotive Memorial Day holiday.

The five deaths on state highways between 6 p.m. Friday and last midnight made it the second most deadly holiday weekend in Delaware history, according to the Delaware Safety Council.

Seven died on the three-day 1960 New Year weekend.

The five deaths brought Delaware's highway death toll this year to 40, four fewer than on the same date last year.

The weekend's last two deaths occurred yesterday. Dead are:

• **Robert E. Barker,** 10, of 1701 Barley Mill Road. He died at the Wilmington General Division at 5:50 yesterday afternoon as the result of a mishap involving a bicycle at 1:20 Saturday afternoon on the Lancaster Pike near Wooddale Road.

Charles Leon Duker, 33, of Ellendale. He was pronounced dead on arrival at Milford Memorial Hospital after an accident on Delaware 14 near Harrington at 1:20 yesterday afternoon.

Killed earlier in the weekend were:

Eugene Swain, 35, of Washington, D.C. The car in which he was riding crashed on the Delaware Turnpike at 6:26 Saturday morning.

Thomas M. Newell, 26, of 1711 Chestnut St., who died in an auto accident on Basin Road at 5:30 Saturday morning.

Thomas Green, 21, of 102 Colling St., Milton, who was fatally injured in a crash on Delaware 249 at 2:20 a.m. Saturday.

Another fatal accident, on

See DEADLIEST—Page 3, Col. 1

Deadliest Memorial Day Holiday

(Continued From Page One)

U.S. 13 north of Westover, Md., took the life of **Mrs. Ella Mae Hutt,** 26, of Fruitland, Md., at 5:30 Saturday morning.

OTHER deaths since late Friday, not counted in the weekend highway figure, were those of **Connella Lampkins,** 2, killed while sitting on steps next to her East Side Wilmington home, and **John Robert Poston,** 5, who died of injuries from a May 16 accident.

The 2-year-old girl of 1108 E. 12th St. died half an hour before the official start, at 6 Friday evening, of the Memorial Day weekend.

The Elkton, Md., Poston boy died Saturday at Memorial Division. He was the second victim of an auto-bus collision near North East, Md. **John Allen Cheadle,** 4, died four days after the May 16 accident and two boys are still reported in serious condition with injuries.

Three times there have been three holiday weekend deaths recorded in the state. These occurred on Memorial Day weekends in 1955 and 1963 and the July 4 weekend in 1955.

"NATURALLY I'm disappointed," said Col. Eugene B. Ellis, superintendent of Delaware State Police. "Especially when I notice that all but one of those killed were Delawareans.

"I had believed that our own drivers would be more careful and more alert—especially on a holiday when traffic is increased in the state with the presence of so many transients."

Ellis noted that the fatality total was achieved despite the presence of regular and rookie police on the highways, the use of radar and the state police airplane.

He said he noted a disregard for traffic laws in several instances, although "rain and wet highways in the early part of the weekend didn't help."

J. James Ashton, manager of the Delaware Safety Council, said the death toll shows that we need "better highways, safer cars and above everything, safety-conscious drivers."

ASHTON said he wondered if a seat belt might have saved the life of the man thrown from his car on the Delaware Turnpike and said the Safety Council has often noted that two riding a bicycle — a contributing factor in one of the fatalities — is never a safe practice.

"I understand drinking was involved in another of the deaths," Ashton said.

State police said the Barker boy was riding on the crossbar of a bicycle operated by James R. Miller, 13, of 2702 Barley Mill Road when the bicycle hit a rut in the shoulder on the right side of Lancaster Pike 600 feet east of Wooddale Road.

Barker was thrown from the bicycle into the path of a panel truck driven by Clifford S. Watley, 66, of 216 8th Ave.

STATE police at the Bridgeville troop said Duker was pronounced dead on arrival at Milford Memorial Hospital after the accident on Delaware 14 about 1:30 yesterday morning.

They said he was alone in his small foreign car, headed west, when he apparently lost control of the car while rounding a curve. The car turning over in a drainage ditch. Officers said Duker was thrown from the car, which rolled over on him.

In addition to the Delaware dead, two persons were listed in critical condition today from weekend accidents.

IN an accident at Farnhurst six persons, all deaf-mutes from New York City, were injured at 5:40 yesterday morning. One, Louise Hunter, 38, was reported in critical condition at Wilmington General Division today with compound fractures of the skull.

State police said the station wagon in which they were riding overturned at the Du Pont Parkway overpass of the Delaware turnpike-Delaware Memorial Bridge freeway link. Officers said they were unable to determine the cause of the accident because the driver, Benjamin Huger, 37, suffered a fractured right arm and was unable to write answers to their questions.

Huger and William Cooper, 23, were reported in fair condition at Wilmington General Division. Treated at the same hospital and released were Cecilia Huger, 33, Albert Small, 41, and Grace Small, 34.

A 17-year-old girl was reported in critical condition at Delaware Division today as the result of a two-car accident on the S. Walnut Street bridge early Sunday.

SHE is Christine Blomquist, of 137 Lynch Farm Road, Castle Hills, who suffered a skull fracture and internal injuries.

Also injured in the crash and reported in satisfactory condition at Memorial Division today were Henry Rash, 17, 2218 Lamotte St., and Marie Evans, 16, 1112 Lancaster Ave. Both received cuts and fractures.

Edward R. Sizemore, 19, the 400 block Vandever Ave., identified by Wilmington police as driver of the car in which the three were injured was arrested following the accident.

He was released on $1,000 bail to face charges of consumption of alcohol by a minor, exceeding a reasonable and proper speed and improper overtaking. He will receive a hearing in Municipal Court.

POLICE said Sizemore took off at a high rate of speed from a trafic light at A and Walnut Sts. and lost control when he got onto the S. Walnut Street Bridge.

His car jumped the center strip and collided with an auto driven by Franklin W. Eason, 25, of 30 Mitchell Ave., Penns Grove, N.J., police said. Eason, and his brother James, were released after treatment at Memorial Division.

Traffic on the Delaware Memorial Bridge and the Delaware Turnpike surpassed that of last Memorial Day weekend.

Bridge crossings for the four-day period, Friday through yesterday midnight, totaled 214,105, according to Theodore C. Bright, general manager. This compares with 211,308 for the same four-day period last year.

EASTBOUND bridge traffic was backed up to Farnhurst shortly before 10 last night. A traffic accident in the eastbound lanes of the New Jersey Turnpike was blamed.

Charles A. Rutter, turnpike manager, said a total of 135,558 vehicles used the road Friday through yesterday. This is up from the 127,367 vehicles which paid tolls on the four-day holiday last year.

Wilmington police said homebound motorists leaving the turnpike and joining with those returning from shore points created "the worst jam in years" in South Wilmington last night.

Thousands of Delawareans who stayed at home attended parades in Wilmington and other cities and towns throughout the state. Others packed beaches, parks and picnic areas.

AT Rehoboth Beach, where late May marks the summer season's start, Memorial Day visitors were estimated at between 40,000 and 45,000. Cool winds and rough waters cut down the bathing and sunbathing crowd from Saturday's 6,000 estimate.

But the Cape May-Lewes Ferry carried 3,000 vehicles and about 6,000 passengers on its weekend trips, it was reported.

The Morning News
Opinion

Page 18 Wilmington, Delaware * * * Thursday, June 9, 1966

Are these dimes necessary?

It sounded almost too good to be true — the suggestion before the state highway commissioners that tolls be eliminated for local traffic on the Delaware turnpike section of the John F. Kennedy Memorial Highway.

It would mean that Delaware's 11 miles of toll highway would be paid for entirely by "through" traffic — the cars and trucks that pass through the toll barrier near the Maryland state line. Traffic between Wilmington and the Newark area would use the superhighway without paying at the exits (westbound) or at the entrances (eastbound).

Free local traffic would have tremendous advantages for Delawareans:

—After the freeway from 2nd and Jackson Sts. opens on July 15, free use of turnpike exits would take Wilmington-to-Newark traffic off the congested Kirkwood Highway, just in time to miss a major repair job on that road. It would also take Ogletown and Brookside traffic off the overcrowded Maryland Avenue route through Newport and Stanton.

—It would get rid of the irksome automatic pitch-and-pray toll baskets at booths where there is no human attendant to make change. Nothing annoys a driver more than to be branded as a law violator just because he doesn't have the correct change on him, or his toss misses the basket, or the machine fails to digest his coins and flash the green light.

—It would help knit New Castle County together into one metropolitan area rather than fragmenting it into two cities 45 minutes apart by car.

—It would relieve the inequity in which Newport drivers have free access to Wilmington via Interstate 95 while Newark drivers have to pay to enter the city on the same freeway.

—It would encourage tourists to stop at Delaware 273 or 896 for a meal or a night's lodging. The present system charges 30 cents to a tourist who does not stop in Delaware but 55 cents to one who goes off at Rt. 896 to spend some money in Delaware and then returns to the turnpike.

Unfortunately a major obstacle must be hurdled before these goals can be achieved. The trust agreement between the State Highway Department and the trustee for the turnpike revenue bondholders says (Section 502): " . . . No free vehicular passage will be permitted on the turnpike or any part thereof" with specified exceptions such as emergency vehicles, maintenance vehicles and the vehicles of highway department officials or employes "in the discharge of their official duties."

That would seem to make it impossible to provide free entrances or exits until the bonds are paid off in the year 2001. But there is a way to change the trust agreement.

It cannot be done by act of the General Assembly, since any legislative act that ran counter to the trust agreement would be an unconstitutional impairment of a lawful contract.

It can, however, be done by adding a supplemental agreement to the original 1962 trust agreement. This can be done if there are favorable reports from the turnpike's consulting engineer and from its traffic engineer, and if the holders of at least two-thirds of the outstanding bonds agree to the change.

The engineers' reports would have to show that the change could be made without endangering the turnpike's ability to pay its expenses and amortize its debt. The trust agreement requires the state to keep the toll highway in good condition and to maintain an adequate staff of employes for it, as well as to make regular interest and principal payments on the $28 million bond issue. The first payment on the principal, $300,000, is scheduled for this year, but interest on the $28 million at 4⅛ per cent has been adding up to more than $1.1 million per year since the bonds were sold in 1962.

The engineers should be asked to make the required study and to report as soon as possible on the feasibility of removing the toll barriers from entrance and exit ramps within Delaware. If it should turn out to be economically feasible, their removal would be a great boon to our metropolitan area.

Turnpike job bid below estimate

ERROR

DOVER — The apparent low bid yesterday for construction of an auto-truck service center on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway was about $5,000 below the engineers' estimate.

The low bid, according to State Highway Department officials, came from Di Sabatino and Raniere, Inc., of Wilmington, at $504,850.

Other bidders were:

Frederic G. Krapf and Son, Richardson Park, $540,000; and Cantera Construction Co., Wilmington, $544,976.

The bids will be evaluated and a contract awarded by the highway department at its next meeting, July 6. The project is scheduled for completion by Dec. 15.

The auto-truck service center will be south of the restaurant on the 11-mile Delaware turnpike. It will be the second service station on the highway and will have more facilities for truck service than the first.

The highway department also opened bids for the demolition of buildings along the planned Interstate 495 in Brandywine Hundred and for removal of buildings in West Minquadale.

Apparent low bidder for both demolition jobs was John R. Savroy of Boothwyn, Pa. For the Brandywine Hundred clearing, Savroy bid to remove the buildings for salvage plus $18,432. In West Minquadale, Savroy bid to remove the buildings for salvage and $2,984.

Bids also were opened for five suburban development improvement projects. The apparent low bidder on four of them was Material Transit, Inc., of Wilmington with offers of $185,414 for development in Brandywine Hundred; $131,088 in Christiana Hundred; $113,858 in Pencader Hundred; and $121,355 in New Castle Hundred.

Francis Kelly and Sons of Wilmington was the apparent low bidder on the fifth development, in Mill Creek Hundred, with a bid of $106,135.

The improvements call for the replacing of concrete curbs and gutters.

FINANCE ESTIMATE $500,000
ENGINEERS ESTIMATE $427,000

Traffic Soars, Turnpike May Need 3d Lane

Evening Journal 8/4/66

From the Dover Bureau

DOVER — Rapidly increasing traffic on the Delaware Turnpike may require the addition of a third lane in each direction sooner than anticipated, the highway commission was told yesterday.

Ernest A. Davidson, highway director of operations, said that preliminary discussions are underway with consulting engineers.

The turnpike section of the John F. Kennedy Memorial Highway carried more than a million vehicles last month for the first time, Charles Rutter, turnpike director, reported.

RUTTER said the count of 1,050,000, or 33,870 per day, puts the turnpike traffic eight years ahead of its projected level. The consulting engineers had predicted this traffic load would be reached in 1974.

Rutter reported that revenue from the turnpike restaurant was $276,000 in July, 19 per cent above July 1965. This exceeds the revenue which had been projected for the year 2001, he said.

Million-car month listed by turnpike

By GEORGE KENNEDY
Dover Bureau

DOVER The Delaware Turnpike Section of the John F. Kennedy Memorial Highway last month carried more than a million cars for the first time.

Charles Rutter, turnpike director, reported to the State Highway Commission yesterday that the count of 1,050,000 vehicles or 33,870 a day, puts the turnpike traffic eight years ahead of its projected level. The consulting engineers had predicted that this traffic load would be reached in 1974.

Rutter also reported that revenue from the turnpike restaurant was $276,000 in July, 19 per cent above July 1965. This exceeds the revenue which had been projected for the year 2001, he said.

The department's director of operations, Ernest A. Davidson, said that the rapidly increasing traffic may require the construction of a third lane in each direction sooner than expected. Preliminary discussions are under way with the consulting engineers on this, he said.

Corridor of Signs

As a fairly frequent rider on the John F. Kennedy Highway, I should like to state publicly my reaction to Delaware's so-called corridor of beauty.

It is indeed a corridor — but a claustrophobic one of hideous yellow, blue, and green signs. If there is any beauty, it is obscured by the plethora of highway signs, as ugly in their way as any billboard.

I have travelled quite a few turnpikes, and nowhere have I seen the super-abundance of signs announcing your approach to the toll booth, while Delaware has eleven, stretched out on either side of the roadway, to the visual effect of a solid yellow corridor.

These redundant signs have somewhat the same effect on the motorist as a nagging mother has on her child, who soon turns a deaf ear, and the motorist, a blind eye, for there is more last-minute lane changing at the Delaware toll booth than I have noticed elsewhere.

One deplores not only the ugliness, but the wasteful cost of so many obviously unnecessary signs. Would it not be an added waste of money to acquire additional rights of way for scenery, either by divestiture funds or the taxpayers' money, when so much could be accomplished by simply eliminating two-thirds of these signs?

Carol L. Howell

Wilmington

8/11/66

A study in contrasts

The two items were on different pages of the Morning News, but one slightly cynical reader clipped and pasted them side by side.

One said the Mayor's Toys for Tots Committee has launched a pre-Christmas drive for $13,500.

The other said Delaware Memorial Bridge and turnpike tolls will pay for 19 people to attend a five-day convention in Rome, Italy. The cost? By what the story called a "conservative estimate," it will be $11,900.

The 19 conventioneers will do their best to cut expenses to the bone by flying tourist class, but the fare to Rome and rooms at the Hilton there aren't chicken feed any way you look at it.

The way you look at it does make a difference. The Toys for Tots campaign usually has to struggle through the whole fall season to acquire a sum in five figures, while the bridge toll booths take in that much every few hours.

We wouldn't complain about a convention junket for the bridge officials if the bridge had an over-supply of money as it did a few years ago. But now the bridge has raised its tolls to twice the rate of Philadelphia's bridges in order to subsidize the money-losing Cape May-Lewes Ferry. There may be a time soon when the commissioners will wish they could trade in their memories of the Eternal City and get the $11,900 back.

Let the turnpike pay for the trip. It isn't subsidizing any losers, and its rates are reasonable.

NEWARK NEWS.

Discover Wonderful Delaware

Those who travel the Delaware Turnpike may see only a well-landscaped, clean, fast, uncrowded superhighway, not too different from many others, but the Turnpike is a whole collection of wonders of Wonderful Delaware.

One wonder is the amount of traffic. Despite its uncrowded appearance, the 11-mile Turnpike has carried more than 22,000,000 toll-paying vehicles since it was opened to travel on November 15, 1963. (This figure does not include a yearly average of more than 30,000 non-paying cars such as police, employees, funerals, and the like.) During the last seven months, the daily average has risen to 24,000 cars, and on one day recently 55,000 cars used the Turnpike. When traffic forecasts were made before the Turnpike was built, this volume was not expected before 1974.

In spite of all this traffic, the Delaware Turnpike has an outstanding safety record. With more than 165,000,000 vehicle miles logged since its opening, there have been only two deaths on the Turnpike. In 1965 the injury-accident rate was the second lowest of all turnpikes in the country. Three things combine to make it a safe highway: it was constructed for safety in the first place; high standards of maintenance give priority to safety; and the great work of the Delaware State Police, who patrol 24 hours a day, and are Johnny-on-the-spot for every emergency.

The Delaware Turnpike's single service area is a wonder for several reasons. The gasoline station sells more gasoline than any other service station in the world, according to Humble Oil & Refining Company. In 1965, the station sold 6,500,000 gallons, and the record for a single day so far is 55,000 gallons. Even with the present 72 pumps there is so much business that a new service station is being added west of the restaurant. Leased to Texaco, Inc., this center will have just as many pumps as the present station.

It's a good thing that the Hot Shoppe restaurant at the service area was planned for expansion--it has already been necessary to add a new snack bar with take-out service. Besides the new snack bar, the restaurant has a dining -room, a cafeteria, and a lunch counter. During 1965 the restaurant did $1,438,241 worth of business, and during one recent week they took in $69,000. On a three-day weekend in July they served 45,000 people. This sort of business wasn't expected until the year 2001. Nobody is quite sure why the restaurant is such a great success. The service area is just about half-way between New York and Washington, and this may be the reason people stop for the first time. After that they come back because it's a whole lot nicer than many turnpike restaurants--it's clean, space is organized to keep down noise and confusion, and above all, the food is good, and nicely served. Delawareans know it's a good place to have lunch when they're in the area.

Many other wonders could be listed--the work of the State Highway Department maintenance crews, who, for example, kept at least one lane of the Turnpike clear all through last winter's great blizzard--the infinite attention to detail that goes into the col-

(Continued to Page 8-B)

AT OGDEN-HOWARD

Delaware-

(Continued from Page 7-B)

lection and recording of tolls--the intriguing fact that when a few remaining stretches of Interstate 95 are completed, it will be possible to drive from Houlton, Maine, on the Canadian border, to Miami, Florida, without encountering a single stop-light.

Charles A. Rutter, General Manager of the Delaware Turnpike, says it's a seven-day-a-week job taking care of it. It's also a seven-day-a-week wonder of Wonderful Delaware.

An inequity in tolls

9/1/66

When a tourist pulls up at the Delaware Memorial Bridge toll gates with a camper trailer or travel trailer in tow, and hands a dollar bill to the toll collector, he expects some change.

It is a great expectation but a forlorn one. There is no change.

The Delaware River and Bay Authority, in its wisdom, has decided that a car with a one-axle trailer should pay twice as much toll as a passenger car alone. The toll for a car is 50 cents, so a trailer-hauler pays a dollar.

If the trailer-hauler pulls away from the gate with harsh thoughts about Delaware, perhaps with the word "money-grabbers" in his mind, why should the bistate authority care?

We think it should care because there is such a thing in practical economics as pricing oneself out of the market.

A car with a trailer can cross the Walt Whitman Bridge for 40 cents, only a 60-per cent premium over the 25-cent passenger car toll. As soon as freeways make it practical to drive from Wilmington to Philadelphia on this side of the river, that is what thousands of drivers can be expected to do.

Aside from that prospect, which won't come to reality until 1968, there is the clear and present fact that other toll roads and crossings in the East charge considerably less than twice as much for a car-and-trailer as for a car alone.

At Delaware's toll gate on the John F. Kennedy Memorial Highway, cars alone pay 30 cents while cars with trailers pay 35 cents. The premium is only 16.7 per cent. Maryland's toll gate on the same highway collects "a dollar all around," according to the Delaware Turnpike office. That means the toll is the same with or without a trailer.

Another toll road with no differential for trailers is New Hampshire's 23-mile Spaulding Turnpike.

The other extreme, except for Delaware's bridge, seems to be the New Jersey Turnpike, which collects 71.4 per cent more from trailer-haulers than from passenger cars. The toll is $1.75 for the full 118 miles without a trailer and $3 with one.

The George Washington Bridge collects 50 cents from cars and 75 cents from cars with trailers. The Connecticut Turnpike collects 35 cents from trailer-hauler at each booth where cars pay a quarter.

The handwriting on the toll booth wall is clear: Bring the toll into line or lose some business now and a lot of business later.

By as much as 14 years

Turnpike take tops forecasts

By WILLIAM P. FRANK

Total revenues in 1965 of the 11-mile Delaware turnpike were 13 years ahead of predicted schedule, according to its general manager, and this year may be 14 years ahead.

But Charles A. Rutter, who revealed the figures yesterday, said there is no immediate plan for reducing tolls, either on the highway or its ramps.

Rutter reported, "The 1965 gross revenue (from tolls, food and gasoline concessions) was $3.4 million. Original projections anticipated that this figure would not be reached until 1978. The rate of total revenue collections thus far in 1966 was not expected until 1980."

AT present, most of the turnpike is a four-lane highway, with two lanes in each direction.

Rutter said, "It is estimated that a third lane in each direction may be needed in the not too distant future. When this construction comes about, it will require a very heavy expenditure by the turnpike."

The total turnpike debt last summer was $34 million and earlier this year, $500,000 of the bonds had been paid off.

The turnpike is financed by tolls.

THE Delaware turnpike was dedicated along with a turnpike in Maryland on Nov. 14, 1963, by President John F. Kennedy. After his death, the entire Delaware and Maryland route, from near the Christina Interchange to Baltimore, was named the John F. Kennedy Memorial Highway.

Rutter outlined the extent of Delaware turnpike business at yesterday's Delaware Highway Day conference. State Rep. Everette Hale, R-Newark, asked Rutter about the possibilities of reducing the toll on the Newark ramp.

He said, "I have to pay 30 cents to drive 2.9 miles. This is unfair to residents of Delaware."

Rutter explained that tolls can not be reduced without a recommendation from traffic engineers. He said that the traffic engineers for the turnpike, Coverdale and Colpitts, are waiting until "the confusing traffic pattern" caused by the opening of Interstate 95 into Wilmington, is cleared up.

LATER in the day, Alexis I. du Pont Bayard, attorney for the turnpike division of the State Highway Department, said, "In a matter of a few months, I believe traffic engineers will be able to tell us if it is feasible to reduce rates on the turnpike and ramps."

The toll for a car on the Delaware turnpike is 30 cents. It varies on the ramps.

Rutter also gave out the following cumulative figures about business on the turnpike:

—THE 1965 revenue traffic of of more than 8.4 million vehicles represented a gain of 20 per cent over 1964. Original traffic projections indicated that this volume would not be reached until 1971.

—The present 1966 average daily traffic of 24,000 vehicles was not anticipated until 1974. The traffic count for the heaviest single day so far in 1966 was 52,365.

—Toll revenue for 1965 was $2.5 million. It had been estimated that this figure would not be reached before 1972.

—The income from gas station and restaurant concessions in 1965, amounting to $888,000 was not anticipated until the year 2001.

Bridge, turnpike tolls to provide trip to Rome for 19

Delaware Memorial Bridge and Delaware turnpike tolls will finance a trip for 13 Delawareans and six New Jerseyites to Rome next week for a five-day transportation convention.

A conservative estimate is that the total tab to be picked up by the two facilities will be $11,900.

The Rome meeting will be the second section of the annual meeting of the International Bridge, Tunnel and Turnpike Association.

THE first section will be held in New York beginning Tuesday. The group will leave Sept. 22 for Rome, where the convention will be resumed on Sept. 25 and conclude Sept. 29.

Among the group making the trip will be Gov. Charles L. Terry Jr.

Others will include the members of the Delaware River and Bay Authority which operates the Delaware Memorial Bridge and six officials of the Delaware State Highway Department, which operates the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

More than half of the men going to Rome are members of committees of the association.

William J. Miller Jr., director of the bistate authority, is a director of the association and will chair a meeting devoted to governmental relations to transportation facilities.

THE cost of the convention trip to Rome for the 19 men is being borne by their respective agencies. Terry will make the trip with the river and bay authority.

Miller reported yesterday that the trip will be by commercial airline at a tourist-class rate of $379 a person for the round trip. He also estimated that convention expenses, including hotel and meals, will be about $35 a day per person.

The official group will include the 10 members of the Delaware River and Bay Authority, composed of five Delawareans and five New Jerseyites, Miller and Bernard Popeck of Vineland, N.J., public relations director for the authority; Lemuel H. Hickman and William G. Dorsey of the state highway commission; Ernest A. Davidson, director of the highway department; Joe S. Robinson, chief engineer; State Sen. Allen J. Cook, who is controller for the turnnpike division, and Charles A. Rutter, general manager of the turnpike.

Most of the men are taking their wives, but Miller and Davidson said that the women's expenses will not be borne by the two agencies.

ALSO, they said, side trips, not part of the convention proceedings, will be personal obligations on everyone's part.

From Rome, Terry is going to London and returning to the United States by ship. Other members of the group are planning trips into France, other parts of Italy and England.

The headquarters of the Delaware-New Jersey group will be in the Hilton Hotel, Rome.

Man jailed in toll theft try

A Newark man was jailed yesterday after state police charged him with trying to force an automatic toll machine on the Delaware turnpike.

Kenneth M. Fontello, 22, of E. Main St., charged with malicious mischief, was arraigned in Magistrate Court 11, New Castle, found guilty and fined $25 and costs and jailed for 60 days. He will be required to serve an additional 30 days if the fine and costs are not paid.

Police said a 17-year-old juvenile from Klair Estates also was arrested. Charged with delinquency, he was released to his parents pending a hearing in New Castle County Family Court.

According to police a trooper on patrol came upon Fontello as he was allegedly trying to open a door leading to the vault of the toll machine at the turnpike entrance on Delaware 896 at about 1 a.m.

Police said the juvenile, supposed to be the lookout for Fontello, fled into a nearby wooded area when the trooper arrived but was later flushed out by a member of the K-9 corps and his police dog.

On Sept. 21 thieves took a 12-by-18 inch vault containing about $50 in road tolls from the same location.

Police pay to rise

PHILADELPHIA (AP) — The maximum pay of a Philadelphia patrolman will jump to $7,429 yearly by Jan. 1, 1968, under an agreement reached between the Fraternal Order of Police and the city.

Journal - Tue. - Sept. 27, 1966

Pope Greets Terry, Party

Special to the Evening Journal

ROME — Pope Paul VI yesterday received Gov. Charles L. Terry Jr. of Delaware and members of the Delaware River and Bay Authority in a special audience yesterday.

The governor and members of the authority and officials of the State Highway Department are attending a convention of the International Bridge, Tunnel and Turnpike Association here.

Since yesterday was the 69th birthday anniversary of the Pope, Terry extended felicitations on behalf of the people of Delaware to His Holiness.

Oct 1966

Use of Road Tolls For Rome Trip Hit

Using tolls to finance trips of 13 Delawareans to a Rome, Italy, highway conference was attacked today by the Republican candidate for the 24th Representative District seat in the General Assembly.

In a prepared statement, Joseph R. Murphy, the candidate for the Newark area district, charged use of Delaware Memorial Bridge and Delaware Turnpike revenues to send delegates to the International Bridge, Tunnel and Turnpike Association annual meeting "is just one more example of inexcusable Democratic extravagance with public funds."

Murphy charged that such use of toll revenue "is particularly disturbing in view of the financial condition of these facilities."

COMMISSIONERS and staff members of the Delaware River and Bay Authority and commissioners of the State Highway Department, representing the turnpike, are attending the meeting.

Gov. Charles L. Terry Jr. arrived in Rome Saturday to address the meeting's general assembly this weekend. He also met with bridge authority members.

Instead of turnpike officials spending the money for a trip, Murphy said, "I personally feel strongly that the 30-cent local toll should be eliminated to help the many citizens using the road for commuting."

He continued, "Also, there is a recent news report that a third lane will have to be added to this road. Again, this is a justifiable way of using toll revenues.

"BUT an excursion to Rome is not justified even though turnpike toll receipts have exceeded the usual conservative estimates of so-called experts."

Murphy also cited use of Delaware Memorial Bridge tolls to subsidize the money-losing Cape May-Lewes Ferry.

"Second," he added, "a twin bridge is under construction and toll revenues are going to have to pay for this $70-million structure."

Murphy commented, "I find it extremely difficult to conceive of any possible value our junketeers will realize from their European jaunt, except the value any tourist receives in visiting such a great city as Rome."

He said, "I think the $12,000 (one estimate of the cost of the trip) could be better spent in a great number of ways."

Traffic on the John F. Kennedy Memorial Highway was about 10 per cent higher than last year with 151,948 vehicles counted in the four-day period ending at midnight last night. A total of 138,379 vehicles were recorded for the same period last year. Morning News 9/6/66

10/10/66

Pike Chief Discounts Dip in Commercial Use

Despite a 6.3 per cent dip in commercial traffic on the Delaware turnpike last month, General Manager Charles A. Rutter is unrufled about the over-all picture.

"I really don't know why truck and other commercial traffic on the turnpike went down last month," Rutter said yesterday, "but when you look at the picture for the whole year, we're doing very well."

Rutter reported that, for the first 11 months of this year, truck and other commercial traffic increased 2.6 per cent, over the same period last year.

He also cited other figures for several months to indicate month-by-month commercial traffic fluctuation:

- April, decline of 2 per cent compared with April last year.
- July, increase of 6 per cent compared with July last year.
- August, increase of 9 per cent compared with August last year.
- September, increase of 4 per cent compared with September last year.

Toll cut for turnpike ramps eyed

By WILLIAM P. FRANK

The state highway commission wants to know if it would be feasible to reduce or eliminate the tolls on Delaware Turnpike ramps, but it'll cost money to find out.

The commission at its meeting yesterday authorized the director of the highway department, Ernest A. Davidson, to ask traffic consultants whether it would be worthwhile to have such a study.

In the event the traffic consultants say it is, chances are, according to Davidson, the consultants will charge the department about $13,500.

"OF course, the traffic consultants will say such a study is needed," Lemuel H. Hickman of Frankford said, with a touch of sarcasm in his voice.

Alexis I. du Pont Bayard, Wilmington attorney for the turnpike division of the Highway Department, countered:

"We are not permitted to change or eliminate ramp tolls without approval first from our consultants."

The idea of reducing or eliminating tolls on turnpike ramps has been pushed persistently by State Rep. Everett Hale, R-Newark, who was re-elected Tuesday.

HE claims the turnpike is making enough money on through traffic and that ramp tolls aren't necessary.

Davidson now will ask the traffic consultant firm of Coverdale & Colpitts, if a study is necessary. If so, he will find out how much it would cost. Then, Davidson — who thinks it'll be not less than $13,500 — will present the information to the commission for action.

Charles A. Rutter, general manager of the turnpike, said last month the daily average gross take on the ramps total $1,100. Over an 8-month period, the daily gross take was $800.

Rutter gave the impression at the meeting that he didn't think it is time to eliminate or reduce tolls on the ramps. ??

THE highway commission, which held its meeting in the administration building of the Delaware Memorial Bridge, spent about 3 hours in routine bousiness and 2½ hours in executive session.

Henry T. Price of Smyrna, chairman, said the bulk of the executive session was devoted to a discussion of the operation of a second auto service station on the turnpike.

Turnpike to observe its 3d year

Delaware's 11-mile turnpike celebrates its third birthday today with a simple wreath-laying in memory of the man whose name it bears.

Three years and 225 million vehicles - miles ago, the late President John F. Kennedy dedicated the Delaware Turnpike and the connecting Maryland toll-road to Baltimore by unveiling a replica of the Mason-Dixon stone at the state line.

That was eight days before President Kennedy was assassinated in Dallas. Within weeks both states named the entire stretch of road from the Basin Road Interstate-95 interchange to the Baltimore Harbor Tunnel Thruway the John F. Kennedy Memorial Highway.

Today, representatives of both states will lay wreaths at the Maxon-Dixon stone. But Charles A. Rutter, manager of the Delaware toll-road, said there will be no formal ceremony.

Rutter said he is afraid a ceremony would attract too much attention and create a traffic hazard.

In the three years, Delaware tolls have produced about $9.5 million to defray the $34-million investment.

It is estimated that 24.2 million vehicles have used the road, covering 225 million vehicle-miles.

U.S. 40, which used to handle the bulk of traffic to and from Baltimore, suffered an immedate commercial setback after the turnpike opened, but now some of the businessmen say trade is reviving.

Evening Journal 11/12/66

Turnpike Has 3d Birthday; Tune is $9.5 Million Clang

By WILLIAM P. FRANK

Delaware's 11-mile turnpike bonanza, named in memory of President John F. Kennedy, will have collected about $9.5 million in revenues by its third birthday Monday.

This is more than a third of the $34 million spent for land acquisition, construction of the highway, and service facilities and extensive landscaping.

Since the toll turnpike was dedicated by the late President Kennedy on Nov. 14, 1963, it is estimated that more than 24.2 million vehicles have traveled on it, covering more than 225 million vehicle-miles.

THERE have been only two fatalities. One was a pedestrian who crosssd the road contrary to regulations; the other was a passenger in a car that backed into a guard rail, authorities said.

Before the turnpike, the chief artery from south of Wilmington to Baltimore was U.S. 40 (The General Pulaski Highway).

Until the opening of the turnpike, the average daily traffic on U.S. 40 was 28,000 vehicles a day. Latest figures are almost half that.

BUSINESSES along U.S. 40 were adversely affected but a general check today indicated that, while some gas stations and restaurants are still closed, business people on the Delaware side of U.S. 40 are optimistic about the future. They said trade is picking up.

The Delaware turnpike extends from the Basin Road interchange of I-95 toward the Maryland line where the turnpike continues on through Maryland to the vicinity of the Baltimore tunnel.

The entire turnpike route is part of the New England-Richmond throughway belt that includes the New Jersey Turnpike and the Delaware Memorial Bridge.

ORIGINALLY, what is known today as the Kennedy Turnpike was to be part of the I-95 freeway. However, when federal money for this highway was slow in coming, Delaware and Maryland decided to finance their sections of the road as toll roads with bond money to be repaid to private investors.

The Delaware and Maryland sections were jointly dedicated by the late President Kennedy at the boundary line marked by a replica of a Mason-Dixon crown stone.

EIGHT days later, President Kennedy was assassinated and both states immediately decided to name the entire stretch of the turnpike from near the Basin Road interchange to the Baltimore tunnel the John F. Kennedy Memorial Highway.

On Monday, in memory of President Kennedy, Delaware and Maryland will lay wreaths at the Mason-Dixon stone.

Charles A. Rutter, general manager of the Delaware turnpike, said there will be no unusual ceremony. He said he is afraid a ceremony would attract too much attention and create a traffic hazard.

SINCE the Delaware turnpike opened, business on it has increased so much that another gas service station is being made ready for opening. Extensions have been built to the restaurant on the Delaware side and more parking space made available.

In the meantime, U.S. 40, which used to be bustling with heavy truck and auto traffic, is now an easy road for traveling.

HERE are some comments on the present business by remaining U.S. 40 businessmen:

H. L. Poore, who operates a gift shop year round: "I've been here 20 years and business is still holding up. Yes, it fell some when the turnpike was opened, but it's been pretty good so far this year. Sure, some people on this road got scared when the turnpike opened and they sold out. I'm getting a lot of tourists now who will use the turnpike for going away and U.S. 40 for coming home."

Junior Graham, who operates a gas station, is not so optimistic: "Business is pretty bad. I'm getting out of here at the end of this month."

Mrs. Anne Lickman, who operates an eating place: "I've been here five years and business has been pretty good lately. Some of the motels around here are also doing all right with 'no vacancy' signs pretty nearly every day.

"THERE was a time when you couldn't see a car here from New Jersey or Connecticut. Now there are plenty. Yes, things are getting better —more trucks and more tourists."

A woman who runs a tavern and declined to be quoted by name: "At first business dropped about 40 per cent. Now it's picking up. There's a lot more traffic here now than a couple of years ago."

THANKSGIVING weekend traffic created a bottleneck lasting more than five hours last night at the Delaware Memorial Bridge, bridge police reported.

Traffic was backed up at times more than 15 miles on the New Jersey Turnpike approach to the bridge.

Bridge traffic for the five-day holiday weekend totaled 266,091,

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almost matching last year's Thanksgiving weekend mark of 266,520.

The daily peak of 65,381 vehicles was reached yesterday. On the corresponding Sunday of 1965 the total was 65,517.

The turnpike set a new single day record yesterday as 53,782 vehicles used it. The five-day Thanksgiving weekend count of 205,222 was 9 per cent above the 188,592 total last year.

Three accidents at 7 last night near the Delaware 273 interchange of the Delaware Turnpike aggravated the traffic situation on the Delaware approaches to the bridge, police reported. They said traffic was bumper-to-bumper heading east from the interchange, which is nine miles from the bridge.

25 millionth Del. turnpike car awaited

Some driver is going to hit the Delaware Turnpike "jackpot" of 25 Kennedy half dollars Monday.

Shortly before 10 o'clock that morning, Charles A. Rutter, general manager of the Delaware Turnpike section of the John F. Kennedy Memorial Highway will take his position at the toll booths.

And then, according to a formula, which he says is much too complicated to explain, a driver going either toward Maryland or from Maryland, will be tapped—and told to pull to one side.

OF course, the driver will be amazed and wonder what is up, what law did he or she violate, and what in the world's going to happen.

But Rutter will have a big smile and then announce to this driver that he or she is the 25 millionth driver to have gone through the Delaware Turnpike toll barrier since the road opened Nov. 15, 1963.

With that, Rutter will hand the driver a little bag containing the Kennedy half dollars—one for each million of the 25 million drivers.

RUTTER was very frank to admit that the selection of the 25 millionth driver can be a ticklish problem and that it is difficult to say that Driver A, headed for the Delaware Memorial Bridge, or Driver B, bound for Maryland, is the lucky one —when both reach the toll barrier at the same time.

"It becomes really a symbolic selection," Rutter said, "to commemorate the fantastic traffic on our 11 mile long turnpike."

About $18.3 million has been grossed in tolls and from the operations of the service station and the restaurant since the turnpike opened for business a little more than three years ago.

Tolls represented $7.2 million of that total. The turnpike division also has received $2 million as its share of the service station and restaurant gross receipts.

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25 millionth

Mrs. Lois Sejen, 8918 Brierly Road, Chevy Chase, Md., was asked to pull over when she passed through the toll gate of the Delaware Turnpike yesterday. Then she was handed a sack of 25 Kennedy half dollars for being the 25 millionth driver to pay a toll since the pike opened Nov. 15, 1963. She and her mother, sister and two sons were given free meals and a free tank of gasoline.

Three-County Pike Extension Is Suggested

News Journal 12/7/66

From the Dover Bureau

DOVER — A Kent County legislator today called for a study of the possibility of an extension of the Delaware Turnpike to run the length of the state.

Rep. Jacob W. Zimmerman, D-Dover, said he believes such a road would meet the state's transportation needs at a reasonable cost.

He said he will introduce a bill to direct the highway department to hire an independent firm to conduct a study of such a highway. He sent a letter to the highway operations director, Ernest A. Davidson, asking for an estimate of the cost of the survey.

Zimmerman said the downstate extension could use the administrative and financial superstructure of the present turnpike. The toll road was financed by revenue bonds which are being paid off with tolls.

He told Davidson his suggestion is prompted partly by opposition to plans for a bypass on U.S. 13 to run west of Dover.

He charged that the bypass would be "expensive and even dangerous" because it would remove a great deal of farmland production. It also would be expensive to the taxpayer, he said, because it is a "short-term solution to a long-range problem."

He reminded Davidson that traffic conditions on U.S. 13 are dangerous and said predicted downstate population growth will require a better road in the future.

He urged Davidson to consult with agricultural interests and solicit recommendations from the State Planning Office before going ahead with the bypass construction.

Pike Operating Fund to Increase

A 1967 increase of 9 per cent in operating funds for the Delaware Turnpike section of the John F. Kennedy Memorial Highway has been approved by the state highway commission.

The budget for this year has been $652,100; next year's budget will be $710,700.

The turnpike operates on a calendar-year basis. Money comes from tolls collected on the turnpike.

A general increase of 4.5 per cent has been approved for toll collection personnel, from $221,500 for 1966 to $231,400 for next year.

Also among the increases is the salary of Charles A. Rutter, general manager, from $15,000 in 1966 to $16,000 for next year.

The largest percentage increase in any category of the turnpike's budget is for maintenance — a 16 per cent rise.

This year, the turnpike is spending $163,000 for maintenance; next year it will spend $189,000.

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Turnpike aid device eyed

Delaware turnpike officials say they are interested in learning the results of an experiment with a new electronic device to summon aid for disabled motorists on freeways.

Charles A. Rutter, general manager of the turnpike, said the experiment being conducted on the Long Island expressway sounds interesting as a means of promoting safety.

The new device enables any motorist to summon aid for another motorist simply by blinking his lights off and on three times while approaching a marked place along the road. A photoelectric cell — marked by a sign — picks up the message. These messages can be collected at a central point from which help can be dispatched to the proper area.

A grant from the U.S. Bureau of Public Roads is financing the research project, designed to find out to what extent people will cooperate in using the system.

The Delaware turnpike is interested in ways to get help to disabled motorists safely and promptly — particularly in the case of women whose cars may become disabled at night.

Some systems for reporting disabled cars require walking to a box where a button can be pushed to send a signal to a headquarters. Turnpike officials here believe that system has the disadvantage of requiring someone to walk. They try to discourage any walking on the turnpike as being dangerous.

At present, disabled cars are spotted by state troopers, maintenance employes and gasoline station employes, all of whom patrol the turnpike, and also by motorists who report to toll collectors at the toll barrier near the Maryland state line.

In other business yesterday the commission:

—Listened with indifference to a request by B. W. Morris, president of Unit, Inc., to lease land west of the Basin Road interchange between the lanes of Interstate 95 for the construction of a motel.

—Included Interstate 95 and its ramps as snow emergency routes when the city declares a state of snow emergency.

—Received a report that traffic on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway was 10 per cent more last year than in 1965, with a total of 9.3 million vehicles last year.

The total toll revenue last year was $2.75 million, or about 8 per cent more than in the previous year. The total revenue, including income from food and motor vehicle services, was $3.68 million, or 7 per cent more than in 1965.

1/12/67 Morning News

Toll booth arrests called unfair

Delaware Turnpike motorists deserve a better break than being arrested by waiting police teams because change was unavailable at an unmanned toll booth, a Newark legislator has charged.

State Rep. William F. Hart, R-Newark, said he favors the elimination of the turnpike tolls, but if this is not done, the public should at least have a fair chance to pay them before being arrested.

Hart said he has written to Ernest A. Davidson, State Highway Department director of operations, stating his objections to the present setup. He said he is scheduled to meet with Davidson Thursday to discuss the matter further.

The legislator said that the present system is unfair because the toll machines, like those at the Newark exit, require exact change.

Although he said that there may be drivers who try to evade payment of the toll, some motorists "have no way of getting change and face possible arrest through no fault of their own."

Hart said that last Wednesday he observed a person crouched behind an automatic toll booth on the turnpike communicating by walkie-talkie with an officer in a patrol car several hundred feet away.

The pair were apprehending people who did not pay the toll, Hart said.

He said that one solution to the unjust situation is to install automatic change machines at all automatic toll booths.

Hart said, however, that he feels tolls should be dropped completely and said the turnpike relieves traffic "on the heavily - congested Kirkwood Highway."

Rep. Hart to ask road toll fine cut

Rep. William F. Hart, R-Chestnut Hill Estates, said yesterday he will introduce a bill to lower the fine imposed on persons who allegedly fail to pay tolls collected by machine.

According to Hart, the present fine for the offense is $10 plus costs. His bill, which he said he will introduce Monday, would impose a minimum fine of $2 for the first offense with a maximum of $5.

THE battle of man vs. the machine continued yesterday after another representative, David S. Benson, R-Graylyn Crest, ran afoul of an automatic toll booth on the Delaware turnpike.

Benson, a retired captain of the Pennsylvania Railroad Police, strongly resents any reflections on his integrity, particularly when they are cast by a machine.

"I dropped in my toll, but it didn't register and I got the bell," he grumbled. "Take 'em off!"

Asked whether he meant the bells or the tolls, Benson snapped, "Take 'em both off."

Hart said that his ultimate goal is the elimination of all tolls for local traffic on the Delaware turnpike. He explained, however, that nothing can be done in this area until a survey by traffic engineers is submitted to the bondholders who have the final say on the elimination of tolls.

"In the meantime I want to follow every avenue I can to eliminate the irritation the machines cause to drivers," he said.

One of the principal objections, shared by Hart and several other legislators, is that the automatic toll booths accept only the correct change and sometimes fail to register even that. Nonpayment or failure of the machine to register payment results in the activation of bells and flashing red lights, which in turn result in discomfiture of both nonpayers and innocent victims of the machine.

Du Pont enters toll controversy

From the Dover Bureau

DOVER — Sen. Reynolds du Pont, R-Greenville, yesterday called for an accounting of the time state police spend arresting drivers for nonpayment of Delaware Turnpike tolls.

"I would like to know how many hours state police devote to collecting dimes, nickels and quarters when our traffic death toll is terrible," he said.

"That's not their job."

Du Pont directed his question to Charles A. Rutter, general manager of the Delaware section of the John F. Kennedy Memorial Highway. He also asked Rutter to furnish an accounting of the amount of money mailed into the turnpike division by motorists who lack correct change for the machines.

Rutter said only police officials could supply the figures on time spent by the officers in making arrests, and he speculated that it would require considerable checking into records.

As for money received from drivers who lack the correct change, Rutter said there is none. He said toll roads in other states have tried an honor system, providing envelopes for changeless motorists, but have abandoned it because the drivers were not complying.

The Greenville senator backed a suggestion by Rep. William F. Hart, R-Newark, that the tolls be done away with. He suggested booths be built at state lines and Delaware residents allowed to drive on the road free.

Rutter said the state has "an obligation to the bondholders and that a change in tolls could be made only with the approval of the bondholders.

The turnpike, he said, is scheduled to become free in the year 2001, after the $34-million bond issue floated in 1962 is paid off. So far, the payoff has amounted to $605,000.

Pike Official Defends Unmanned Toll Booths

A Delaware Turnpike official yesterday compared the motorist who fails to pay the toll at the highway's unmanned booths to one who parks his car and doesn't have the correct change for a meter.

"In both cases the driver is taking a chance" Charles A. Rutter, general manager of the turnpike said in defending the ticketing of these drivers by the Delaware State Police.

Rutter was responding to a statement by State Rep. William F. Hart, R-Newark, that motorists deserve a better break than being arrested by waiting police teams because correct toll change is unavailable at unmanned toll booths at turnpike exits.

COL. Eugene B. Ellis, Delaware State Police superintendent answered the charge by saying, "If some other method can be devised whereby not paying the toll, or paying it with spurious coins or slugs can be corrected, we will be happy to abide by it."

"Police are only doing their duty, as expected of them by Delaware taxpayers," Rutter said.

"Highways can be paid for in only two ways, taxes or tolls," he added.

He emphasized that motorists using Interstate 95 between Wilmington and Basin Road are entitled to ride free since this is the freeway section paid for with tax money. Other sections of the highway are under the toll system.

Hart urged elimination of turnpike tolls, but said if there are to be tolls, motorists should at least have a chance to pay them before being arrested. Pointing out that present machines require exact change, Hart suggested installation of change machines at the automatic toll booths.

RUTTER, noting that he doesn't mean any criticism of manufacturers of the money-changing machines, said these would be impractical.

He cited, as an example, machines which provide change for a paper dollar. He said that many times these do not work effectively since the bill must be inserted in an exacting fashion and, many times, wind, rain, or snow results in persons running into difficulties in trying to get change.

Rutter added, "Let's be realistic. If you park your car in meter zones in downtown Wilmington or Newark, and don't have change for the meter, you either take a chance of parking illegally and getting a ticket or going to a nearby store for change.

"AND often," he said, "as a motorist goes to a nearby merchant to get change, since he has probably already pulled into a meter on which the time has expired, he gets a ticket while trying to get change.

"It would be ridiculous to suggest a change machine beside every parking meter."

Rutter also commented on Hart's charge that he observed a person crouched behind an automatic toll booth communicating by walkie-talkie with a trooper in a patrol car several hundred feet away. Hart said the pair were arresting persons who did not pay their tolls.

According to the turnpike manager, the person, "probably a technician," crouched behind the toll booth was not trying to hide from the motorists but was merely in the position required to determine if tolls were paid or if the machine was not operating and thereby not properly recording the tolls.

RUTTER said that any change in the toll system, since the operations are being handled in accordance with an act of the legislature and a contractural agreement.

Hart suggested that tolls in the Newark area be dropped completely since the turnpike relieves traffic on the heavily congested Kirkwood Highway.

Rutter noted that "after all, bond holders must have protection for their investment, as provided by the idenfure. A change can be made only with agreement of the bond holders.

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Evening Journal, Wilmington, Del. * Th

Senator Backs Pike-Toll Critic

Sen. Reynolds du Pont, R-Greenville, yesterday joined a Newark legislator in suggesting that tolls for intrastate turnpike traffic be eliminated.

Du Pont backed the proposal of State Rep. William F. Hart, R-Newark, that Delaware residents be allowed to drive the road between points within the state free. Du Pont suggested that toll booths be maintained only at state lines.

Hart was scheduled to meet today with Ernest A. Davidson, State Highway Department director of operations, to discuss objections to unmanned toll booths.

HART last week said that motorists deserve a better break than being arrested by waiting police teams because correct toll change is unavailable at unmanned booths.

"I would like to know how many hours state police devote to collecting dimes, nickels and quarters when our traffic death toll is terrible," Du Pont said.

"That's not their job."

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RUTTER said only police offi-cials could supply the figures in making arrests, and he speculated that that it would require considerable checking into records.

As for money received from drivers who lack the correct change, Rutter said there is none. He said toll roads in other states have tried an honor system, providing envelopes for changeless motorists, but have abandoned it because the drivers were not complying.

Trustees Prod Student Sloth

BOSTON (AP) — The University of Massachusetts has raised its academic requirements for graduation after a university trustee said some students were slacking off and devoting too much time to extracurricular activities.

"Student sloth is always with us," said trustee Frederick S. Troy, who noted that 12.4 per cent of last year's senior class would not have graduated under the new standard.

The class entering this fall will need a 2.0 average to graduate — the equivalent of a "c" average — out of a perfect 4.0. The present requirement is 1.8.

WILMINGTON, DELAWARE, MONDAY, FEB. 6, 1967

After arrests stir ire

Toll watch called police duty

State police are only doing their duty in trying to arrest motorists who fail to pay tolls at unmanned booths, police and Delaware turnpike officials agreed yesterday.

"If some other method can be devised whereby not paying the toll, or paying it with spurious coins or slugs can be corrected we will be happy to abide by it," said Col. Eugene B. Ellis, Delaware State Police superintendent.

HE was responding to a statement by state Rep. William F. Hart, R-Newark, that motorists deserve a better break than being arrested by waiting police teams because change is unavailable at unmanned toll booths at turnpike exits.

Charles A. Rutter, general manager of the Delaware Turnpike Section of the John F. Kennedy Memorial Highway, said, however, "Police are only doing their duty, as expected of them by Delaware taxpayers."

"Highways can be paid for in only two ways, taxes or tolls," he added.

HE emphasized that motorists using Interstate 95 between Wilmington and Basin Road are entitled to ride free since this is the freeway section paid for with tax money. Other sections of the highway are under the toll system.

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Rutter added, "Let's be realistic. If you park your car in meter zones in downtown Wilmington or Newark, and don't have change for the meter, you either take a chance of parking illegally and getting a ticket or going to a nearby store for change.

"And often," he said, "as a motorist goes to a nearby merchant to get change, since he has probably already pulled into a meter on which the time has expired, he gets a ticket while trying to get change.

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RUTTER said that any change in the toll system, since the operations are being handled in accordance with an act of the legislature, must be approved by the General Assembly.

Hart suggested that tolls in the Newark area be dropped completely since the turnpike relieves traffic on the heavily congested Kirkwood Highway.

Rutter noted that "after all, bond holders must have protection for their investment, as provided by the idenfure. Only the General Assembly can change it."

Settle the toll booth hassle

It's getting more than a little ridiculous, this continuing hassle over the toll booths on the exits from the Delaware Turnpike. And it is all so unnecessary if the responsible authorities would but take one of two actions.

The first possibility for eliminating the problem of changeless drivers going through the unmanned booths is to eliminate the booths on all the exits between Wilmington and Newark, leaving only the booths — manned and unmanned — at the state line.

That's the more attractive of the two possibilities, although the more difficult because it would require the approval of both the General Assembly and the bondholders. There's interest in the General Assembly, but the bondholders would have to be shown that revenue from interstate traffic and the service station-truck stop-restaurant complex would be sufficient to pay off the bonds.

It's attractive because it would make available for Delawareans what they were originally supposed to get — a section of the interstate highway system over which they can travel without tolls. The road became a toll road because delays in funding the interstate program, both at state and federal levels, made it apparent that the road could not be built by the time it was needed in any other way.

The other alternative would be to admit a mistake and build manned toll booths at the interchanges.

The argument advanced by Charles E. Rutter, the turnpike's general manager, that a motorist who drives his car through the toll gates without paying is like the one who parks in a metered zone without paying is not to the point. You can go to a nearby store and get change in a city; no such opportunity exists when you arrive at the toll gate and find yourself without the exact change. And certainly not everyone checks to be sure he has the exact change before he gets on the turnpike — even when he knows what the toll will be where he wants to get off.

It is also not uncommon for a driver to put his last bit of change into the basket only to have it fail to register and trigger the green light.

State Rep. William F. Hart, R-Newark, wants the tolls eliminated. He can — and should — introduce the necessary legislation to effect that change. But if the bondholders cannot be convinced to agree, then manned toll booths should be added.

One way or the other, it's obvious that state police are needed for more important duty than arresting people who drive through the toll gates without paying — more often than not because they don't have the exact change and can't get it.

Turnpike aide shot by robber

By FRED SMIGELSKI

A lone gunman pistol whipped and fired four shots into a Delaware turnpike sergeant after robbing him of $600 just before midnight Saturday.

Sgt. Joseph W. Olson, 55, of 615 Ilse Drive, Todd Estates near Newark, was reported in poor to serious condition last night at Wilmington General Division.

Delaware State Police said the gunman, wearing a red ski mask and brandishing a .38-caliber revolver, forced Olson to let him into an office at the Turnpike Administration Building. Once inside the office the gunman forced Olson to give him $600 from a safe.

Then for no apparent reason, police said, the gunman forced Olson into an adjoining locker room, beat him on the head several times with his revolver and fired four shots at him.

Olson managed to call police after the gunman fled but could not give police a detailed explanation of the holdup before undergoing an emergency operation at Wilmington General Division. Police hope to get more details from Olson today.

A hospital spokesman said Olson had bullet wounds in the chest, stomach and right arm. He also had several scalp cuts, the spokesman said.

Police described the bandit as being a white male, 6-feet, 2-inches tall and weighing 220 pounds.

Olson has been a turnpike employe since it opened in November 1962. Before that he was employed by the Chrysler Corp. He is the father of five children.

Thursday
bruary 16, 1967

EVENING JOURNAL
WILMINGTON DELAWARE

Second Newsfrnt
Page 33

Changing Problem

High Finance on Turnpike

y JOHN H. TAYLOR JR.

James Torner had a prob-

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deposited his 15 cents and stopped his car at the unguarded toll station to wait for someone to come along with change for a dollar. Ironically, the change he received was four quarters. He tossed one in the bucket, then drove on. His extra effort to pay the full toll cost Torner, a staff physician at Memorial Division of the Wilmington Medical Center, an extra 15 cents — and lost time.

TORNER, who came to this country from Spain last fall, says he waited for the change because "people must obey the law."

"People in this country pay attention to the laws," Torner says. "They don't always in other places."

Though unguarded automatic toll collecting machines must present a temptation to many drivers, Torner's observation, it seems, is true.

The university exit from the turnpike at Delaware 896 was observed for an hour and a half one day this week, and only three of 82 drivers passing through the toll station failed to pay.

TOLL collecting machines, nonetheless, present a problem to many drivers. Having the exact change is the only legal way of passing through the station. If this change is not available and a driver proceeds anyway, he runs the risk of being stopped by one of the police patrols that occasionally watch the stations.

One solution to the problem has been offered by State Rep. William F. Hart, R-Newark, who has suggested that an honor system be adopted for persons who use the local ramps of the turnpike.

Under an honor system, Hart says, persons who do not have the proper change would be asked to mail in the money.

Charles A. Rutter, general manager of Delaware section of the John F. Kennedy Memorial Highway, says that toll roads in other states have tried an honor system, providing envelopes for changeless motorists, but have abandoned it because the drivers were not complying. He says that his office has never received a single toll payment through the mail by means

ANOTHER solution to the toll machine dilemma is to abolish them altogether.

Hart, State Rep. Everette Hale, R-Newark, and Sen. Reynolds du Pont, R-Greenville, have proposed motorists be allowed to drive the road between points within the state free. Du Pont suggests that toll booths be maintained only at state lines.

A proposal made to a meeting of the state highway commission by the two Newark representatives last week, for elimination or reduction of the tolls on the turnpike ramps, was turned down.

THE highway department says it will study the matter but that the final decision on the reduction or elimination of tolls must be made by the bondholders.

Torner, questioned after his five-minute wait for change, has a son at the university and says he travels the turnpike "quite often." He says that "such a road should be toll-free when a city such as Wilmington is located near a large university."

A young man echoed this sentiment:

"The toll is rough on the students commuting from the city," he says. "They can't really afford it."

Thomas H. Cahoon, 9 Edjil Drive, Yorkshire, who travels the turnpike to and from work every day, says he never has a traffic problem on the turnpike.

HE admits that he favors a reduction in the toll, which costs him $2.50 a week, but confesses that he would "use the road anyway."

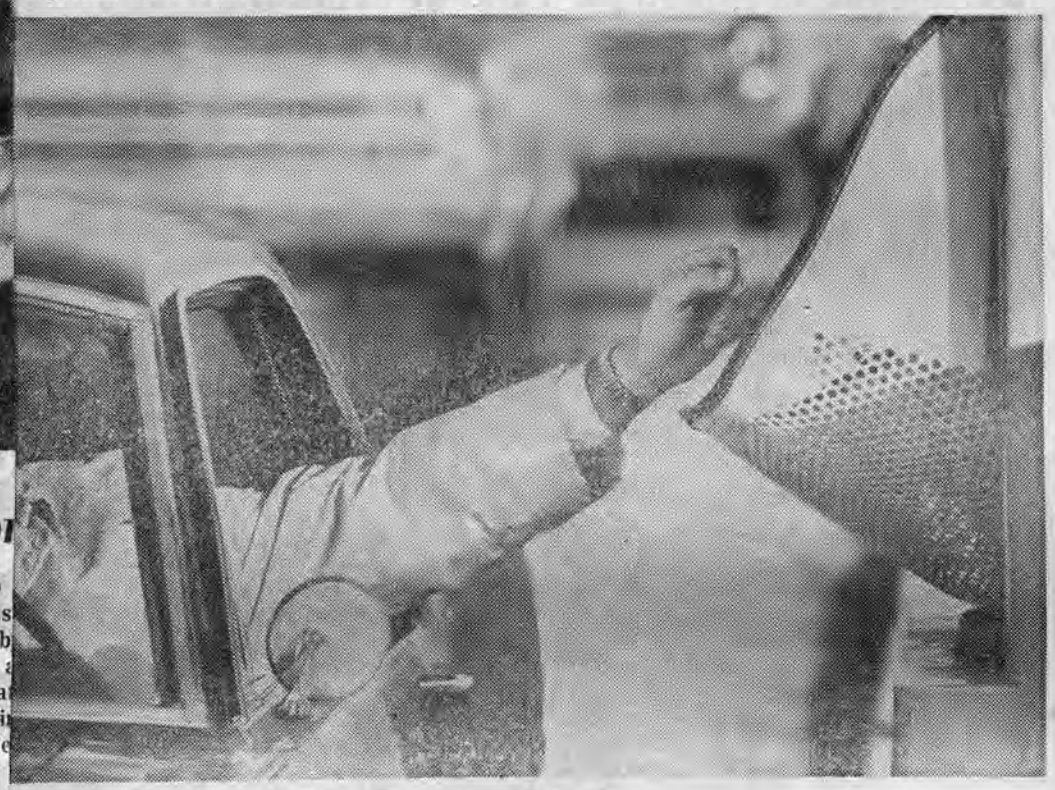
"It has to be paid for somehow," he adds.

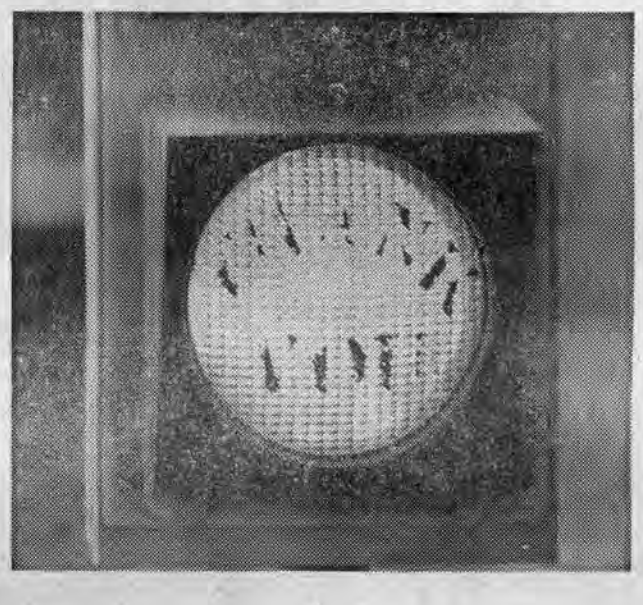
Most of those questioned agreed, almost to the letter, with Cahoon's comments.

It will be at least six months before any decision on the toll can be made. In the meantime, there is a way to use the turnpike and avoid the toll, according to an experienced Newark commuter.

Noting that all exits on the northbound side and all entrances on the southbound side of the turnpike are free of toll stations, this devious spendthrift suggests that motorists traveling from Wilmington to Newark simply drive to the service center, which is located about mid-way between the two Newark exits, turn around and head north to the Delaware 273 exit and proceed to Newark along this route.

To return to Wilmington, he says, all you have to do is reverse the process.





Staff Photos by John Peterson

A motorist exiting the Delaware Turnpike at one of the six ramps where tolls are collected by automatic collecting machines will have little probem— if he has come equipped with the exact amount of change for the machine. In fact, he will receive a well-intentioned, if a scratchy, THANK YOU. If he is in the situation of the driver at lower left, who has come to a quarter machine with $1.22, he may be forced to back up or wait for someone with change. If he goes through without paying the full amount, the driver runs the risk of receiving a ticket—even if he intended to mail the money.

Canceled Check Produced

Some Mail Tolls, Pike Admits

Confronted with a canceled check, the Delaware Turnpike's general manager yesterday admitted the department "has received some money," mailed in by motorists who lacked correct change at toll stations.

Charles A. Rutter was asked two weeks ago by State Sen. Reynolds du Pont, R-Greenville, about the amount of money mailed in by motorists who lacked correct change for the automatic toll machines when they went through the turnpike exits and was reported to have said there was none.

Yesterday, however, a News-Journal Co. mailroom employe, Benjamin G. Cameransi, produced a canceled check for a dollar made out to the Delaware Turnpike Division, which he said was for unpaid tolls.

QUESTIONED about his earlier statement, Rutter said he had meant that he had received no money "through an honor system since the Delaware turnpike has never had such a system."

He said that "the department has received some money but the amount is negligible over the years." He did not say how much had been received.

State Rep. William F. Hart, R-Newark, who has been conducting a campaign to have tolls eliminated from the local ramps of the turnpike, said yesterday that he plans to introduce a bill into the legislature that would reduce the fines imposed on those who fail to pay the toll on the turnpike ramps.

ACCORDING to Hart, the usual fine for this offense is $10 plus costs. His bill would reduce it to a maximum of $5.

Hart, who met yesterday with Rutter to discuss problems facing motorists confronted by automatic toll-collecting machines, has proposed that an honor system be implemented by the highway department to enable drivers caught without the exact change to pay the toll.

Under the honor system, Hart said, envelopes would be provided at toll stations with automatic exact-change machines. If a driver didn't have the exact change he would take an envelope and mail the money to the turnpike.

RUTTER said yesterday that he "could not comment on the possibility of an honor system at this time."

He had said earlier that other states had tried such a system and found that it did not work.

Hart contends that the automatic toll machines, which do not always function properly, are "an irritation to many drivers" and that the fine imposed on those who go through the automatic booths without paying is "too steep."

"A driver who pays his toll but is forced to go through the red light because the machine wasn't functioning has no worries whatever," Rutter said. "The turnpike is interested in arresting only the flagrant violator—the one who doesn't even stop at the machine."

HART, who was told last week by the state highway commission that a study would be made this spring to determine if tolls could be eliminated or reduced on local ramps, said that the highway department "must already have figures on the number of people using the turnpike."

He suggested that the highway department eliminate tolls for a trial period to "see if there is a significant increase in those using the turnpike."

Those Turnpike Toll Gates

Evening Journal 2/21/67

THE ANNOYANCES and temptations at the several unmanned toll gates of the Delaware Turnpike have finally moved the State Highway Department to make a study of the practicality of removing them.

As the authorities make clear, the reduction or elimination of tolls at these gates can be allowed only if found compatible with the terms of the indenture agreement that protects the bondholders.

Fair enough. Let's hope the ultimate decision, several months hence, is for removal of those worrisome little outposts where even the proper toll often fails to turn the red light green in damp weather, and where loud bells ring if a driver, toll-paying or not, simply goes through anyway.

It isn't as if the Delaware Turnpike were a toll road running the length of Delaware with toll barriers only at the two ends of the state. In that case most of the vehicles, being intrastate in movement, would pay no tolls at all and the road would go broke in a hurry.

By contrast the turnpike is essentially a corridor — an 11-mile land bridge across the narrow neck of the state. By far the greater part of the traffic is interstate, mainly the same traffic that uses the Delaware Memorial Bridge and unflinchingly pays tolls for both facilities.

See what happens every day under the bridge's bonded financing. Out of the tolls it collects it pays the deficits on the Cape May-Lewes Ferry. It may be suggested that if the bridge can bear that burden and still make the money it needs to pay off its debt, perhaps the land bridge called the turnpike can depend on its main toll barrier and do without collections at the other gates.

Pays, Gets Bell

Evening Journal 2/24/67

Toll Trips Legislator

From the Dover Bureau

DOVER—Rep. David S. Benson, R-Graylyn Crest, ran afoul of the automatic toll booth on the Delaware Turnpike yesterday and has joined the cry for abolishing the tolls.

Benson, a retired captain of the Pennsylvania Railroad Police, strongly resents any reflections on his integrity, particularly when they are cast by a machine.

"I dropped in my toll, but it didn't register and I got the bell," he grumbled. "Take 'em off!"

Asked whether he meant the bells or the tolls, Benson snapped, "Take 'em both off."

Several other Republican legislators have called for removal of the tolls from the Delaware section of the John F. Kennedy Turnpike.

One of their principal objections, shared by Benson, is that the automatic toll booths accept only the correct change and sometimes fail to register even that. Nonpayment or failure of the machine to register payment results in the activation of bells and flashing red lights, which in turn result in discomfiture of both nonpayers and innocent victims of the machine.

Legislation to abolish the tolls reportedly is being prepared.

Hit by 6 bullets

Morning News 2/25/67

Gunman's victim played dead

By FRED SMIGELSKI

As a gunman fired the last of six bullets into him on Feb. 4, Delaware turnpike Sgt. Joseph W. Olson had only one thought: "Play dead or he might kick me to death."

"I realized when he fired the last shot he was determined to kill me," Olson said, "so I lay very still, held my breath and played dead."

The gunman apparently was convinced by Olson's acting, because he left the room.

BLEEDING from 11 bullet wounds — five bullets passed through his body — and from two gashes behind the head, Olson remained motionless on the floor, hoping the gunman was completing his getaway.

"The minute seemed like five," he said.

Cautiously he got up and walked to the office door. He opened the door 3 or 4 inches, just enough to look down the corridor to see if the gunman were waiting for him; then went to a telephone to call police.

In what must amount to a miracle, Olson was released from Wilmington General Division 15 days later, on Feb. 19. When he entered the hospital authorities were amazed that he was still alive. After operating on him for more than three hours, they still were not certain he was going to survive, so they listed him in poor condition.

THIS week the tall, lanky 54-year-old toll sergeant, resting comfortably in his home at 615 Isle Drive, Todd Estates, was able to recall vividly most of his actions and thoughts during the harrowing experience.

"I was conscious right up until the operation," he said

It was three minutes before midnight when the gunman confronted Olson. Olson was alone, sitting at a desk in a partitioned office in the turnpike administration building, writing down the number of cars that passed through each toll booth so he could tally up the traffic count for the day.

He was writing the third column of figures when, for some

See SHOOTING—Page 2, Col. 5

Staff Photo by Fred Comegys

Sgt. Joseph W. Olson and daughters, Doris Fay, 6 (right) and Donna, 5.

Shooting—

(Continued From First Page)

reason, he looked up. Across the room, at a glass service window, he saw the gunman's head; his crouching figure was partly concealed by the partition.

AT first Olson thought the gunman was kidding when he announced the holdup, but Olson realized it was the real thing when he saw the gun.

"Boy, that blue steel .38 looked awful big," he said.

The gunman handed him a white pillow case and ordered him to empty the safe's contents into it. Instead of taking the pillow case from Olson after he put $650 into it, the gunman forced Olson to let him in the office.

Inside the office the gunman took the pillow case from Olson and told him to walk to a washroom with his hands up.

Olson was walking in front of the gunman when he noticed from the shadow on the wall that the gunman had turned the gun around in his hand and was raising it to strike him.

INSTINCTIVELY Olson's hand came up to protect the back of his head. His watch and glasses were broken as the gun butt came crashing down on him.

Olson took two more blows on the head before he realized his wisest course of action was to fall to the ground.

When he landed on the concrete floor, the husky, 6-foot gunman stood over him and at almost point-blank range pulled the trigger of his gun until it was empty.

"Oh my God! I hope he doesn't kill me," Olson said he thought as the first bullets tore through his body.

"And then I thought about my children," said Olson, who has three children at home, Donna, 5; Doris Fay, 6; and Rosemary, 18; a married daughter, and a son in the service.

While the bullets rained on him Olson tried to dodge them by moving from side to side. The only bullet to remain in his body became embedded in the bone of his right upper arm, which he was using to shield his body and head.

When the shooting stopped, Olson's greatest fear was that the gunman would try to kill him in some other way if he realized Olson was still alive.

Olson is at a loss to explain why the gunman became so violent after taking the money. He said the gunman said very little and he never saw his face because he wore a ski mask.

OLSON speaks in glowing terms of Dr. Joseph F. Hughes, his doctor, the state police and Thomas Sullivan, a toll collector.

He admires Sullivan's courage for walking into the administration building when he called for help and it was still not certain that the gunman had left.

Sullivan, a member of the Holloway Terrace ambulance squad, tore off Olson's blood-soaked shirt and administered first aid.

Olson expects it to be a while before he will be well enough to return to work. Aside from the healing of 11 bullet holes, his liver and kidneys (they were pierced by bullets) have to do some mending.

For Delaware turnpike

3/18/67

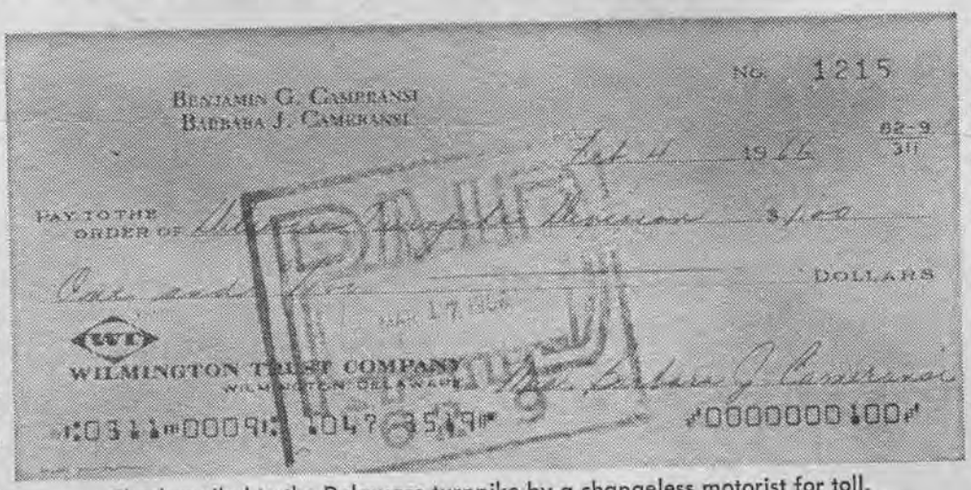
Few mail toll cash, aide says

By JOHN H. TAYLOR Jr.

The Delaware turnpike has received some money from motorists for unpaid tolls but the amount is negligible, Charles A. Rutter, general manager of the turnpike, admitted yesterday.

When asked two weeks ago by State Sen. Reynolds du Pont, R-Greenville, about the amount of money mailed in by motorists who lacked correct change for the automatic toll machines when they went through the turnpike exits, Rutter was reported to have said there was none.

Yesterday, however, a News-Journal Co. mailroom employe, Benjamin G. Cameransi, produced a canceled check for a dollar made out to the Delaware Turnpike Division, which he said was for unpaid tolls.



Check mailed to the Delaware turnpike by a changeless motorist for toll.

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He suggested that the highway department eliminate tolls for a trial period to "see if there is a significant increase in those using the turnpike."

Delaware's own turnpike?

Wisdom has prevailed. Those legislators, who were reported thinking of offering bills to remove the unmanned toll gates from the Delaware Turnpike, have settled instead on a bill (H41) to reduce fines for non-payment of tolls.

The inescapable fact in this issue is, of course, that the little gates can be removed only if their removal is found compatible with the indenture that protects the bondholders and the continued financing of the road. The study now contemplated by the State Highway Department is designed to find out whether or not the revenues can stand being cut by the 12 per cent which is cited as the collections from the gates.

It may possibly require some modification of the current financing to satisfy the Bank of Delaware (as trustee) and the bondholders that the cut in revenue that would result could be absorbed. And that should be determined one way or another.

One consideration the management regards as pertinent is that a true freeway for local entry might generate such volumes of traffic that the turnpike would be clogged for long-distance traffic. This, in turn, might even require the laying of another cement lane for both northbound and southbound travelers.

3/17/67

That sort of objection can't be entertained seriously. What if it does take a widening of the Delaware Turnpike to better accommodate Delaware people? The new study should go so far as to estimate how the cost of new lanes might have to affect tolls.

Fortunately and wisely the engineers have left room for extra lanes to be built when traffic demands them. It is our hunch that the small but annoying charges at the side gates are not keeping much local traffic off the highway at present — and that the time for the new lanes will thus not be greatly advanced anyway.

Frederick Klair, pike official, dies

Frederick Klair, superintendent of the Delaware turnpike and former state senator and New Castle County sheriff, was fatally stricken last night at his home in Marshallton.

The 62-year-old Democrat, who lived at 3818 Old Capitol Trail, had worked yesterday and apparently had retired for the night when stricken. He was taken in the Mill Creek Fire Company ambulance to Wilmington General Division and pronounced dead on arrival at 10:04 p.m.

Frederick Klair

MR. KLAIR was second-in-command to Turnpike Manager

See KLAIR—Page 2, Col. 6

Klair—

(Continued From First Page)

Charles A. Rutter, a job he had held since September 1963.

Often described as a peppery man, Mr. Klair lived and breathed politics as a Democrat. He served as a state senator from 1948 to 1952, served as New Castle County sheriff from 1960 to 1962, and ran unsuccessfully at other times for recorder of deeds and the state House of Representatives.

For years he was president of the Mill Creek Hundred Democratic Committee.

DURING his years as sheriff, Mr. Klair received publicity for his criticism of using deputy sheriffs in the commitment of mental patients on the claim that it overburdened his staff, for defending the mileage spent by his deputies, and for his criticism of the press.

He was born in Centerville and attended Brandywine Springs Grammar School, Alexis I. du Pont High School and the former Goldey Business College.

In addition to his political life he was active in a number of other organizations.

A member of Red Clay Creek Presbyterian Church, Mr. Klair was active in the Mill Creek Fire Company and Masonic organizations. He served as vice president of the Delaware Industrial Union Labor Council, president of the Marshallton Consolidated Civic Association, and chairman of the Mill Creek Hundred Democratic Committee.

Morning News
Wilmington, Del. March 16, 1967

Turnpike stands pat

The Delaware turnpike will not follow the lead of the New Jersey Turnpike which has banned unsafe cars from using its superhighway.

Charles A. Rutter, general manager of the Delaware road, said, "Vehicles with poor equipment have not represented a major problem "on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

Rutter said there is no reason to duplicate New Jersey at this time.

He emphasized that Delaware State Police do force unsafe vehicles off of the turnpike when they are encountered.

The New Jersey Turnpike is turning away all cars with poor tires, improper lights, unrepaired collision damage and other signs of defects. It is also requiring truck drivers in interstate commerce to keep logs of the hours they spend on the toll toad.

Evening Journal 5/6/67

Help Is Just a Ramp Away

WHEN YOU have a flat tire or engine trouble on an ordinary highway, there you are. But when it happens on a freeway, where are you?

You're in trouble, that's where.

It is a rare day when a commuter can drive into and out of Wilmington on Interstate 95 without passing at least one vehicle stopped on the shoulder with no driver in sight. Obviously, the driver has walked or hitchhiked along the 60-mph road either to Wilmington or Newport for help—in danger every step of the way.

Not long ago a pickup truck sat on the paved shoulder just south of the main freeway viaduct for three days with one front tire growing steadily flatter. Nobody rammed it from the rear, but if somebody else had come along with a bad front tire there could have been a tangled mess of metal with a driver inside.

There is no practical way to prevent breakdowns on the freeway, but there is a way to speed up the arrival of help. New York State has a telephone every half-mile on its Northway and Maryland is installing push-button radio callboxes along the Capital Beltway in suburban Washington. Either way, it is impossible to be stranded more than a quarter of a mile from a place to call for help.

The Delaware Turnpike's advice to stalled motorists is "Move a disabled vehicle off the pavement and stay with it. Signal for help by tying a white handkerchief to the handle of the left front door and by raising the hood or trunk. Walking on the turnpike is prohibited."

But let's face it. People DO walk for help on the freeway. A telephone network would shorten their peril.

Merit Plan Employes Fill Forms

From the Dover Bureau

James M. Rosbrow, state merit system director, says questionnaires sent to 6,000 state employes should be returned by June 1.

The State Personnel Commission recently sent out the forms to state workers who will be covered by the new merit system.

After the questionnaires are returned, Rosbrow says the commission will begin private interviews with about 1,500 workers.

This week, Rosbrow said, he and I. Hammond Cubbage, deputy director, and two representatives of a consulting firm held interviews with 19 state agencies in three days. Working with Cubbage and Rosbrow were Robert Thrash and Donald Hunt, both principal associates with J. L. Jacobs, the Chicago firm hired to classify state employes.

A $38,500 contract was signed with the company April 28.

At the meetings in Dover and Wilmington the personnel men explained their program and fielded questions from the supervisors of the departments involved.

Turnpike Fatality

Pike Victim's Death Ruled Highway Fatality

News Journal 6/15/67

The death yesterday of a Mount Vernon, N.Y., woman has been ruled a Delaware highway fatality.

Mrs. Antoinette Sblano, 71, died in the Wilmington General Division. Her death raises the state's 1967 toll to 51, compared to 45 in the similar period last year.

Dr. Ali Z. Hameli, state medical examiner, said that an autopsy determined that the woman's death was caused by abdominal injuries suffered in the accident on the Delaware Turnpike last Friday.

Mrs. Sblano, police said, was riding in a car driven by her husband, Joseph, 69. The vehicle went off the turnpike near the Delaware 896 interchange and hit a beam supporting a directional sign.

Sblano is reported in fair condition today at the same hospital.

Local Pike Tolls Stir Challenge

By WILLIAM P. FRANK

Atty. Gen. David P. Buckson will be asked to determine whether the Delaware Turnpike is actually being operated for the benefit of Delawareans and "their commerce and prosperity."

State Rep. William F. Hart, R-Newark, said today he is angry about a turnpike traffic report that recommended ramp tolls for local traffic be maintained at present rates and that the State Highway Department add only one traffic lane in each direction by 1969.

HART, who with State Rep. Everette Hale, R-Newark, has been trying to get the highway department, which operates the Delaware Turnpike section of the John F. Kennedy Memorial Highway, to eliminate local tolls on the ramps particularly the ones linking the turnpike with Newark.

"I'm going to take this up with Mr. Buckson as soon as possible," Hart said.

"If the highway commission refuses to eliminate the local tolls for at least two years, to help the people of the state, it will not be following the mandate of the General Assembly."

BOTH representatives said this morning they are not pleased with the report of the traffic engineering consults, Coverdale & Colpitts.

Hart said the law authorizing the construction and financing of the turnpike exempts the facility from any kind of taxation on the ground that turnpike use intended to improve the safety, health and living conditions of the people of Delaware and to increase the commerce and prosperity of the state.

Hart said that, if the traffic engineers' recommendations are accepted by the highway commission, the best interests of Delawareans will not be served.

AT the same time, Hale said he is irked because he had been promised by highway depart-

See BUCKSON—Page 3, Col. 4

Meanwhile, Delaware Memorial Bridge reported yesterday's traffic — both during the day and at night — was "unusually light" for a July 4. No figures were immediately available but the heaviest travel over the span during the holiday weekend was last Friday, a bridge spokesman said.

On the other hand, weekend traffic on the Delaware Turnpike was 209,692, as against 192,543 during the corresponding period in 1966. And Saturday's 57,774 vehicles set a record for any one day for the turnpike.

Evening Journal 7/67

Buckson Asked to Rule On Pike's Public Value

(Continued From Page One)

ment officials that he would get a copy of the report before it was made public, in order that he could attend the meeting of the highway commission when the report was discussed.

Both Hale and Hart take the position that, for at least two years, ramps, linking the Newark area with the turnpike should be without local tolls until a toll-free, limited-access highway is provided for travel between Newark and Wilmington.

THE consultants' report was made public at yesterday's meeting of the highway commission, which officially received the document but postponed until later any decision on whether the recommendations will be accepted.

The turnpike in Delaware is for the most part, a four-lane highway.

The engineers recommend that it be converted into a six-lane facility within the next two years.

Coverdale & Colpitts stated:

"WE do not recommend that a reduction in ramp tolls be made but rather that local traffic might better be served over the long-term future by other highway system improvements."

The traffic engineers studied the toll situation on the three ramps — at Delaware 896 where the toll is 25 cents; at Delaware 273, toll 15 cents; and at Delaware 7, toll 10 cents.

THE engineers said that with the continuation the present schedule of tolls, prospective growth of the turnpike traffic is such as to require the construction of an additional lane in each direction by 1969.

Also, the engineers added, any ramp toll reduction or elimination would increase traffic to such an extent that a six-lane turnpike would be needed immediately; an eight-lane turnpike by the early 1970s, and a 10-lane facility by the late 1970s.

The engineers stressed:

"We are of the opinion that for operational and safety reasons, expansion of the Delaware turnpike should be limited to a six-lane facility."

The report showed that local trips on the turnpike accounted for 21.4 per cent of the total traffic using the turnpike last year but provided only 12.1 per cent of the toll revenue.

LAST year, the through traffic provided $2.4 million in revenue and ramp business amounted to $333,351.

The report went on:

"We believe that if the Delaware turnpike is to continue as a first-class traffic facility, offering the highest levels of service to the motoring public, every effort must be made to maintain over the long term a level of service designated in the report as B."

The designation of B service was described as "a stable flow with just enough cars on the highways for comfortable steady driving."

THE commission was advised by the engineers that it would be possible to construct two more lanes in each direction on the turnpike — making it an eight-lane highway — but this would raise serious problems in respect to design and safety standards.

"From an operational viewpoint," the engineers added, "we believe that because of the turnpike's rather closely spaced interchanges and the resulting vechicle weaving movements, future expansion of the turnpike should be limited to an additional or third lane in each direction unless some means were devised to physically separate the additional lanes from those now existing."

FRIDAY, AUG. 18, 1967

This Bears Mention

By Tom Malone

From llama to airlift

A few names today:

CHARLES A. Rutter, general manager of the Delaware Turnpike: Rutter said he thought every type of animal had been towed along the turnpike, but no, a llama showed up recently and it's a first as far as he can remember. He feels that he would have remembered any other llama because it will be a while before he forgets this one.

'We've had elephants, some performing horses, but practically everyone had to ask what this was," he said. "It was tethered to a tree outside the rest area. I've never seen so many people with cameras in my life. I don't think anyone was eating. They were all outside taking pictures of this llama."

The animal — which must have been named by a Welshman — belonged to a Washington, D.C., couple, Rutter said. "They were taking it to New England on their vacation. It was traveling with them in their Volkswagen bus. I could have sworn the thing would have never fitted in there, but it went in, curled up and laid down, just as pretty as you please."

He took some pictures of it, too, but this is not the reason he says he will remember it.

"Well, you'll have to forgive the expression, but I don't know any other way to put it," he said. "As soon as anyone got too close it would spit on them."

Leon W. Heller

. . . traffic supervisor

Heller slated to supervise pike traffic

Former New Castle County Sheriff Leon W. (Chick) Heller of Rose Hill has been named traffic supervisor for the Delaware Turnpike section of the John F. Kennedy Memorial Highway.

The job pays $8,000 a year.

Heller succeeds Frederick Klair of Marshallton, also a former sheriff, who died in April 1966. Late last year Heller suffered from a severe heart attack.

The appointment was announced yesterday by Charles A. Rutter, the turnpike's general manager.

Klair's title was superintendent of the turnpike. He was second in command in the operation of the toll facility.

However, Heller's title is different, Rutter explained, because it fits in with the standardization of job classifications on toll roads throughout the country.

Heller, prominent in New Castle County Democratic politics, has been sheriff up to the end of 1966. In the political campaign of that year, he unsuccessfully sougth the nomination for the 6th district on the New Castle County Council but was defeated in the Democratic primaries by Joseph F. Toner of New Castle.

Heller was supported in the primaries by Francis A. Dolan, then New Castle County Chairman.

Toner's supporters were Sen. Calvin R. McCullough of Holloway Terrace and Rep. John P. Ferguson and the late Rep. James R. Quigley.

Morning News 10/5/67

Ramp toll system, 6-lane pike backed

By WILLIAM P. FRANK

Traffic engineering consultants have advised the state highway commission against changing or eliminating tolls on any of the ramps of the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

Instead the consultants recommended that the commission begin plans for converting the turnpike from a four-lane highway to six lanes, with three lanes in each direction, by 1969.

The engineering firm, Coverdale and Colpitt, stated in its report:

"We do not recommend that a reduction in ramp tolls be made but rather that local traffic might better be served over the long-term future by other highway system improvements."

Repairing suburban New Castle County roads would be expensive. Story on page 13.

THE commission yesterday decided to go on record as merely having received the report. Action will be taken at a later date.

But members of the commission unofficially said they see this report as a negative answer to the pleas of Reps. Everette Hale, R-Newark, and William F. Hart, R-Newark, who had frequently asked the highway commission, which administers the turnpike, to reduce or eliminate the tolls on the ramps.

They were particularly interested in the ramps leading to Newark.

The highway commissioners had told Hale and Hart that they could make no decision until they got a traffic survey and that any change of tolls would have to be based on this survey.

The traffic engineers studied the toll situation on the three ramps — at Delaware 896 where the toll is 25 cents; at Delaware 273, toll 15 cents; and at Delaware 7, toll 10 cents.

THE engineers said that with the continuation the present schedule of tolls, prospective growth of the turnpike traffic is such as to require the construction of an additional lane in each direction by 1969.

Also, the engineers added, any ramp toll reduction or elimination would increase traffic to such an extent that a six-lane turnpike would be needed immediately; an eight-lane turnpike by the early 1970s, and a 10-lane facility by the late 1970s.

The engineers stressed:

"We are of the opinion that for operational and safety reasons, expansion of the Delaware turnpike should be limited to a six-lane facility."

The report showed that local trips on the turnpike accounted for 21.4 per cent of the total traffic using the turnpike last year but provided only 12.1 per cent of the toll revenue.

LAST year, the through traffic provided $2.4 million in revenue and ramp business amounted to $333,351.

The report went on:

"We believe that if the Delaware turnpike is to continue as a first-class traffic facility, offer-

See TURNPIKE—Page 2, Col. 2

Hart Attacks Turnpike On No Local-Tolls Cut

A Delaware legislator has attacked Delaware Turnpike administrators for being inflexible because they won't drop local tolls. He in turn has been told that he is aiming at the wrong target.

Rep. William Hart, R-Newark, in a letter to Alexis I. du Pont Bayard, turnpike attorney, charged that those administering the turnpike "don't appear to be aware of the conditions around it."

Hart said he is concerned because the Delaware River and Bay Authority, of which Bayard is chairman, has allowed use of tolls from the Delaware Memorial Bridge to aid the deficit-operated Cape May-Lewes Ferry.

"WHY can't we eliminate turnpike tolls to help the citizens of Newark in the same manner?" Hart asked. He pointed out that the turnpike is ahead of schedule on its bond repayments.

Hart said he sent copies of the letter to Ernest A. Davidson, director of operations at the State Highway Department, and every state highway commissioner.

Bayard, commenting on the letter, said the two situations were not comparable.

"When the new bridge was financed, the ferry was financed and the bondholders were aware that funds from the bridge could be used to help the ferry, Bayard said.

"But in the case of the turnpike, the bondholders have not agreed to any reduction or elimination of the ramp tolls," he said.

IN prepared response to Hart's letter, Bayard stated he will wait for a report by traffic engineers — scheduled to be released in October — before he takes any action on the toll issue.

"It would be upon the basis of this report that I would make any recommendation that I would have to the department," he told Hart.

Hart's letter, pointed out that "a major traffic corridor between Newark and Wilmington is needed." He said he is disappointed that the traffic engineers' study has "taken so much time to be completed."

He recommended that the agreement with bondholders be renegotiated to allow a one-year trial period without the local tolls.

BAYARD replied that the highway department is "spending $15,000 of turnpike money to produce the report on which its decision will be founded.

"As soon as the commissioners are able to make a decision I'm sure they will do so," he said.

"At that time they will know how to proceed with respect to relieving the traffic burden in the Newark area, that is to say, whether it is possible for the turnpike to give relief to local residents with regard to tolls or whether the General Assembly should immediately seek to raise the revenue needed to build a new highway to take care of the traffic between Newark and Wilmington."

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Turnpike—

(Continued From First Page)

ing the highest levels of service to the motoring public, every effort must be made to maintain over the long term a level of service designated as in the report as B."

The designation of B service was described as "a stable flow with just enough cars on the highways for comfortable steady driving."

THE commission was advised by the engineers that it would be possible to construct two more lanes in each direction on the turnpike — making it an eight-lane highway — but this would rise serious problems in respect to design and safety standards.

"From an operational viewpoint," the engineers addd, "we believe that because of the turnpike's rather closely spaced interchanges and the resulting vechicle weaving movements, future expansion of the turnpike should be limited to an additional or third lane in each direction unless some means were devised to physically separate the additional lanes from those now existing."

Road unit's toll rule legally axed

By WILLIAM P. FRANK

Delaware has no law for the arrest and punishment of toll dodgers on the $30-million Delaware Turnpike, according to the attorney general's office.

This was revealed yesterday to the state highway commissioners at their meeting in Dover. Some of them were shocked and others surprised to learn that they do not have the authority "to promulgate a new crime (toll dodging), establish penalties for it and call it a regulation."

However, Deputy Atty. Gen. Francis A. Reardon, who wrote the opinion, cautioned would-be toll evaders.

He said there's always the danger of them being arrested on a charge of trespassing on what is not really a public highway.

Reardon said that, in effect, a driver can now go through a toll barrier of the Delaware Turnpike section of the John F. Kennedy Memorial Highway without paying a toll and cannot be arrested as a toll dodger.

"But he could very well expose himself to a charge of trespassing," Reardon warned.

THE minimum fine for trespassing is $5 plus $7.50 court costs.

Ever since the turnpike was opened in November 1963, scores of drivers have been arrested as toll dodgers at the automatic toll barriers. Their fines ranged from $10 and costs to as much as $50 and costs in some cases.

The arrests were made by state police on the basis that the state highway commission could establish rules for the use of the turnpike and provide penalties for violations of those rules.

However, the commission never established any penalties. Instead, magistrates have been imposing fines said to have been found in the general body of laws regulating motor vehicles.

The tolls on the Delaware Turnpike vary from 35 cents per car and more for trucks at the main barriers; to 10 cents for a car at the automatic barriers at Delaware 7.

Alexis I. du Pont Bayard, attorney for the highway department's turnpike division, broke the news of the opinion at yesterday's meeting and said that while there is currently no method for enforcing toll violations, it is important to get corrective legislation before the General Assembly as soon as possible.

Later, Bayard said that he already has such legislation drafted. It will be presented to the attorney general's office for approval and then submitted to the General Assembly, which according to the opinion, is the only agency in the state that has the authority to make toll dodging a crime on the turnpike and fix penalties.

Charles A. Rutter, general manager, said yesterday he had not seen the opinion from the attorney general's office and had no comment except that he said he was unhappy about the situation.

Last night, Bayard said he had not seen the text of the opinion, which was not signed by Atty. Gen. David P. Buckson until late yesterday afternoon.

THE opinion was requested by Col. Charles G. Lamb, superintendent of state police, who wanted to know the legal effect of a provision in the law, authorizing the turnpike to have toll dodgers arrested without a warrant. This is in Delaware Code, Title 17, Section 611D.

Also at issue was Section 606G of Title 17, which states that the highway department can establish rules and provide penalties for violations of the rules.

Reardon wrote that at best, "this might be an attempt to permit the arrest of a person without a warrant for the violation of a law which is non-existent."

He also said the law as written is too vague and too indefinite "to remain on the books." He pointed out that the omission of a penalty makes the law ineffective.

Reardon stated that even if the highway department did "promulgate a new crime (toll dodging) and establish penalties, and call it a regulation, it would be clearly unconstitutional."

He declared that the General Assembly, which cannot delegate its power of fixing penalties to the highway commission, merely gave the department the power to make rules for the use of the highway in its administrative function . . . "not to enact criminal laws. That power is distinctly limited."

Reardon suggested that in going to the General Assembly for a toll dodging law, the highway department should also cover damage to toll booths and the use of slugs in toll collection bins.

Toll fight becomes heated

An irate Newark legislator and an attorney for the State Highway Department exchanged verbal blows yesterday on the issue of reduction of automatic barrier tolls.

Rep. Everette Hale, leader of Republicans in the Delaware House of Representatives, accused Alexis I. du Pont Bayard, Wilmington attorney, and Ernest A. Davidson, director of highway department operations, of having killed efforts to have automatic barrier tolls reduced.

Confessing that he was very angry, Hale said Bayard had been trying to pacify him for months on the toll controversy.

"And now I have something for him," Hale said.

WITH that, he dug down into a paper bag, pulled out a 29-cent rubber pacifier for babies and flung it down on the table where Bayard was sitting.

All this took place at the meeting of the highway commission in Dover.

In response, Bayard said Hale doesn't have good manners or "even common courtesy."

Bayard also charged that the legislator's arguments and statements about the automatic tolls on the turnpike were "meretricious."

Before the debate was over, during which Hale had charged that Bayard was leading the highway commission around, Henry T. Price, commission chairman, expressed complete confidence in Bayard and Davidson.

PRICE said the commission depends and leans heavily on the advice of the department staff.

Davidson did not get into the debate with Hale, but later Davidson said he, too, would like to see Newark assisted and as much traffic diverted to the turnpike as possible. He said, however, that the highway department engineering staff has been absolutely neutral in this controversy.

The only other highway commissioner who commented was Frank H. Mackie of Wilmington, who said that reducing tolls at the automatic barriers won't solve any problem.

THE controversy is about a year old. At various times, Hale and another Republican legislator, William F. Hart of near Newark, have been trying to get the highway commission to reduce tolls at the automatic barriers leading to Newark.

At the Delaware 896 ramp, the toll is 25 cents; at Delaware 273,

See IRATE—Page 2, Col. 1

Hale rips Bayard on tolls

(Continued From First Page)

it is 15 cents, and at Delaware 7 barrier, 10 cents.

Hale yesterday said he was advocating setting these barrier tolls at 10 cents.

The core of his argument was that reduced tolls would make it feasible for Newark-Wilmington traffic to get off the already congested Kirkwood Highway.

THE highway commission, however, recently received a survey report from Coverdale and Colpitts, New York traffic engineers, who advised against toll reduction. The basis of the advice was that this would soon lead to such a congestion on the turnpike that additional lanes would be necessary, endangering the safety factors.

Hale charged that Bayard is the "boss of the Delaware Memorial Bridge and the Cape May-Lewes Ferry as well as state chairman of the Democratic Party." He charged that Bayard has misled the highway commission into believing it could change the tolls only with the consent of the turnpike's bond holders.

HALE said Bayard as chairman of the Delaware River and Bay Authority knows that the authority can change tolls without consulting bond holders and that the highway commission can do the same thing.

Bayard replied that Hale was wrong and that the bond indentures for the two facilities—the Delaware Memorial Bridge and the turnpike—are not that identical.

Hale said to Bayard, "You are an employe of this commission, not a commissioner."

Bayard said his function as attorney for the turnpike was to give the highway commission his best advice for "holding to its honor and commitments."

"IF the commission thinks I have exceeded my authority here," Bayard added, "let the commission say so."

No one on the commission expressed any such view.

Hale also charged that Davidson had killed a suggestion that the New Castle County Land Use and Transportation Program study the problem of turnpike tolls vs. the use of the Kirkwood Highway.

He added that in assigning Coverdale and Colpitts to survey the turnpike tolls, Davidson had only the turnpike in mind and not the concern of the Newark community.

Hale got no response from the highway commission on the question of tolls. He was politely told he was welcome any time he wanted to be heard. He thanked the commissioners and left.

The Morning News

FRIDAY, NOV. 3, 1967

House to get pike toll fight

Hale and Hart chart tactics

By WILLIAM P. FRANK

Two Newark legislators yesterday promised they will air the entire Delaware turnpike toll controversy when the House of Representatives is asked to enact toll dodging penalties.

However, Rep. Everette Hale, Republican leader, and Rep. William F. Hart, also a Republican, have different views on the tolls collected on the ramps of the turnpike.

Hale wants the tolls at the automatic barriers on the ramps all reduced to 10 cents. At present, they vary from 25 cents to 10 cents, depending upon their distance from main barriers of the turnpike.

Hart says he wants all tolls on the ramps eliminated.

In the meantime, Alexis I. du Pont Bayard, counsel for the turnpike division of the State Highway Department, has prepared legislation to be submitted to the General Assembly.

This legislation is intended to correct a situation revealed by an opinion from the attorney general's office that there is no specific anti-toll-dodging law in Delaware.

HOWEVER, Deputy Atty. Gen. Francis A. Reardon, who wrote the opinion, said that as a stopgap, toll dodgers on the turnpike could be arrested for trespassing.

James L. Latchum, one of the attorneys for the Delaware Memorial Bridge, said that the old common law against fraud or deceit also could be invoked.

Both Hale and Hart made it clear that the presentation of a bill fixing penalties for toll dodging will give them a forum for acquainting the General Assembly with their complaints about the highway department and Bayard.

It also became apparent yesterday that the toll collecting problem is headed straight into the political arena since Bayard also is state chairman of the Democratic Party.

TWO Democratic officials in the Newark area, John C. Rash Jr., chairman, and William B. Allman, vice chairman of Newark's 14th Representative Democratic Committee, yesterday rushed to the defense of Bayard.

Charles A. Rutter, turnpike general manager, said yesterday that tolls were being collected as usual on the turnpike and he said he felt sure that all honest-minded drivers were depositing their tolls in the wire baskets at the automatic toll barriers on the ramps.

Hart said he is still awaiting an opinion from the attorney general's office as to whether the turnpike can charge tolls for local traffic using the ramps.

HE repeated a proposal he said he had made last February to the highway department—that an honor system be instituted for local tolls on the turnpike. Persons not having exact change could mail the money in, Hart said.

"I continue to advocate the elimination of these local tolls," Hart said. "But if we are to have them, we must provide people with a fair opportunity to pay them. An automatic machine, with no provision for making change, does not provide that opportunity.

"Until someone comes up with something better, let us try an honor system. This would be even more appropriate now than before since it appears people have been arrested and fined on the basis of a non-existent law."

"EARLY this year I called the highway commissioners' attention to the unfairness of arresting people for not paying tolls under these circumstances. The commissioners need a constant reminder that this road was established, and should be operated for the benefit of the people," Hart concluded.

Hale said, "I feel it is fortunate that we now have an occasion to look into enforcement as well as the rates of tolls. I hope we can, in the next few months, establish a reasonable toll rate for commuters and an adequate mechanism for enforcement, at which time I will be glad to support the necessary action to establish enforcement."

RASH and Allman criticized Hale for what they called his "obnoxious and offensive" manner at Wednesday's meeting of the highway commisson when the Newark legislator castigated Bayard on the question of local tolls on the turnpike.

They said, "We hope that his shameful behavior will be completely divorced from the legitimate feelings and attitudes of Newark area residents who are rightfully concerned about the traffic congestion in our area. "The population of Newark has almost doubled in seven years. Our traffic problems need immediate attention. We have complete confidence that our state highway commission and its staff will soon undertake those necessary steps to resolve our long-term traffic problems. We are not in favor of short-term, shortsighted decisions that will create more problems for Newark than they will solve.

"WE suggest that an immediate compromise solution to the toll problem might be to lower the fare at Delaware 896 to 15 cents and note carefully its effect on safe traffic flow at that interchange and also at Delaware 273 and Churchman Road. Studies should be made and implemented now for increasing safe traffic flow at these three Newark interchanges. An additional lane should be added in the near future to each direction of the turnpike since we understand that present traffic has already surpassed that expected several years hence."

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WILMINGTON, DELAWARE, TUESDAY, NOVEMBER 7, 1967

Ok for two new turnpike lanes expected

By WILLIAM P. FRANK

The state highway commission on Dec. 6 is expected to approve construction by 1969 of two additional lanes on the Delaware turnpike, making three lanes in each direction.

Ernest A. Davidson, director of State Highway Department operations, yesterday said that a "wild guess" would be that this would cost up to $7 million.

He said that if approval is given by the commission at its December meeting, construction should get under way in spring.

This would mean an additional revenue bond issue on top of the $30 million now outstanding since none of the turnpike funds comes from public sources.

Davidson said, however, that he could not tell whether the proposed expansion of the turnpike would involve the ramps.

"IT will all depend upon whether or not the commission decides to proceed with the proposal to reduce or eliminate ramp tolls," he said, "or accept the recommendation of the traffic engineers, Coverdale and Colpitts, that the ramp tolls be kept at their present rates."

Davidson recalled that the highway commission has so far not accepted the Coverdale and Colpitts report which recently stirred Rep. Everette Hale, R-Newark, to a point of such intense anger that at the commission's last meeting he castigated Davidson and Alexis I. du Pont Bayard, counsel for the turnpike division of the highway department.

According to Davidson, the steady increase of traffic on the turnpike, as reflected in the business at the main toll barriers, shows that an additional lane is each direction will be needed by 1969.

Hence, the engineering firm of Howard, Needles, Tammen and Bergendoff has been commissioned to make a study of the costs of adding a lane in each direction.

This report is anticipated for the next highway commission meeting.

DAVIDSON said that when the turnpike was built, provision was made for adding at least another lane in each direction. He further said the additional lane will be carved out of the median strip.

"I want to warn the public now," Davidson said, "that when we get going in constructing additional lanes, there will be some inconvience to drivers. There will be sections where only one lane of traffic in each direction will be permitted."

The turnpike, along with the Maryland turnpike, was dedicated by the late President Kennedy in November 1963.

In the second full year of the Delaware turnpike's use, traffic increased 18.6 per cent over 1964. In 1966, the increase was 5.2 per cent over the previous year. According to Charles A. Rutter, general manager of the turnpike, traffic has continued to climb in 1967.

THE traffic in 1967 is expected to total almost 8 million vehicles, compared with 7.3 million last year.

Last year, the turnpike took in $2.7 million in tolls and it is anticipated that the total toll revenue this year will go to $3 million.

Coverdale and Colpitts recently informed the highway commission that "with continuation of present schedule of tolls, prospective growth of the turnpike traffic is such as to require construction of an additional lane in each direction by 1969."

Improve side lanes too

If the highway commissioners carry out their intention of widening the Delaware Turnpike to three lanes in each direction by 1969, it will be something new for Delaware. For the first time since the Du Pont Highway was built in the 1920s, an adequate road will be provided in time to meet the need, rather than long after the need becomes obvious.

The three-laning project also will give the state a chance to repair some serious deficiencies in the design of entrance and exit lanes on the present two-lane turnpike.

Take the westbound approach to the service area, for instance. The exit is on the left side, so a driver who intends to stop for food or gasoline must move into the passing lane. If he slows down, he runs the risk of a rear-end pile-up somewhere in the line behind him. If he doesn't slow down, he must enter the 35-mph exit lane at 60.

The roadway should widen gradually to form a deceleration lane, but it doesn't. An extra lane appears suddenly in its full 12-foot width, much too late for a smooth slowdown to the posted exit speed.

Not all the merging lanes are that abrupt, but most of them bring traffic into the high-speed lanes at a slight angle rather than letting it pick up speed on a parallel lane for a quarter-mile or so. Hardly any of the acceleration and deceleration lanes are long enough or gradual enough for a 60-mph highway.

The northbound merger of I-295 and I-95 is an exception. There, a merging-traffic lane extends for some 1,500 feet. But the southbound merger of I-295 and I-95 requires six lanes to squeeze into two lanes in a much shorter distance while Basin Road traffic is angling in from the right.

The widening project should include a complete updating of all the turnpike's entrance and exit lanes.

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11/10/67

Delaware Turnpike Makes Both Money and Trouble

By William P. Frank

For an 11-mile highway, the Delaware turnpike is not only making a pot of money but also generating a lot of political furor.

As a moneymaker, it is far exceeding the early predictions of traffic experts.

As a highway, it is one of the safest in the country. Since the middle of November 1963, when it was opened, there have been only three fatalities on the highway — and so far, more than 34 million revenue vehicles have traveled on it.

But because the turnpike has become a link between Wilmington and Newark as a substitute for the Kirkwood Highway (Del. 2), it has become the backbone of a controversy that well may end in a political hassle.

BEFORE the turnpike was opened, it was predicted that by 1967, the toll revenues alone would come to $2.24 million.

But revised figures of several months ago, show that the 1967 toll revenues will be $772,000 more than had been anticipated.

At the time the turnpike bonds were sold in 1962, prospective investors were told that in 1969 the toll revenues would amount to $2.347 million.

The traffic prophets were too conservative. It is now predicted the 1969 toll revenues will be more than $1 million beyond the original estimate.

Traffic has increased so much on the turnpike that the State Highway Department is now ready to authorize construction of another lane in each direction.

THIS is all music to the ears of the investors, for this toll revenue is just part of the financial picture. Two auto service areas are now in full swing and the turnpike restaurant has become extremely popular.

The auto service centers alone are said to be among the busiest in the East. Every time the gas pumps pour gasoline into automobiles, the turnpike division of the highway department and the state of Delaware get their share of the revenue.

But the turnpike prosperity is not pleasant to two legislators in the Newark area nor to an unidentified number of drivers who use the turnpike for local travel, getting on and off the ramps — and presumably all of them throwing their money into the automatic basket collectors as tolls.

Rep. Everette Hale, R-Newark, majority leader in the House of Representatives, wants the ramp tolls, reduced. They range from 25 cents down to 10 cents, depending upon the location of the ramp.

Rep. William F. Hart, R-Newark, wants the tolls completely eliminated.

OTHER than this difference of opinion, the two are together in the theory that the turnpike should serve local as well as interstate traffic. They charge that the state highway commission in its operation of the turnpike is more concerned with through-traffic than the needs of Delawareans in that area.

Staff Illustration by Reid Wilson

Busy arteries in northern Delaware

A glance at the map shows the problem:

A great deal of traffic is flowing between Newark and Wilmington. There are three routes: (1) Kirkwood Highway or Del. 2 which is overchoked with traffic; (2) Maryland Avenue-Stanton-Ogletown Road, two miles of which is presently under construction; (3) the Delaware turnpike.

Of the three routes, the turnpike is safest and fastest but it costs money. It is this that gripes the Newark legislators.

Reacting to pressure from these legislators, the highway commission authorized a traffic study to find out what would happen if the ramp tolls were reduced or eliminated.

THE answer was very clear. The experts said that if tolls on the ramps connecting the turnpike with the Newark area are reduced or eliminated, traffic on the turnpike will be greatly increased; and this will necessitate the construction of additional lanes to the detriment of the turnpike's safety factors.

Hale and Hart are not ready to buy this point of view. Hart, for one, is still awaiting an opinion from Atty. Gen. David P. Buckson as to whether the highway commission can legally charge tolls for local traffic on the turnpike.

Originally, the turnpike was developed as part of the interstate highway system — a section of Interstate 95 — financed by 90 per cent federal money and 10 per cent state money.

If this plan had continued to completion, the highway would be a freeway today.

However, early in 1960, when it was evident that federal funds were not coming through fast enough, Delaware and Maryland decided, at the same time, to switch from a freeway to a toll road.

AND so what was I-95 from the Maryland border to Basin Road was designated as a toll road, financed by revenue bonds at no expense to the state.

The immediate "competitor" with the turnpike is the free road, U.S. 40, with its innumerable grade crossings and traffic lights.

But that "competition," if you want to call it such, is only with interstate traffic.

The truth is that turnpike officials would be most happy if it were possible, through some magic, to get rid of the local ramps because they not only stir trouble from people who use them but they are "manned" by automatic toll collectors.

Many drivers complain that the automatic collectors don't always work; and there's the current problem of the state not having any toll-dodging law as such.

A toll-dodging bill is now being prepared for introduction into the General Assembly and that will be a signal for Hart and Hale to unloose their heavy artillery upon the state highway commission and the administration of the turnpike.

There is even a possibility of directive from the General Assembly, calling on the highway commission to start polling investors to find out just how much they would care if the ramp tolls were eliminated or reduced.

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Nov 18-1967

Home Delivered
50 Cents Per Week

Ten Cents

Staff Photo by W. G. Tudor

REUNITED AND REJOICING—Mr. and Mrs. David Wishneski and their 4-month-old son Jonathan are all smiles shortly after a night of fear that ended when the boy—who had been abducted in a stolen car—was found hungry but well.

Police Tired, Baby Rested, Parents Glad

By W. G. TUDOR

At 8 this morning, Jonathan David Wishneski was the only person at Troop 2 State Police headquarters who was wide awake.

"He should be," a trooper said. "He slept through it all. He didn't wake up until we got him back here and his mother kissed him."

"When I found him he was sleeping — sleeping just like a baby," said Trooper Samuel D. Hellman to the 4-month-old infant's mother. "I touched him and he just went, 'mmm, mmm,' and went back to sleep."

"LET'S see the little fellow that kept us up all night," said one of the troopers, and five or six weary state policemen crowded around.

Martha Wishneski kissed her son on top of his head, smiled, and said, "Thank you all for working so hard — for staying up so late. You were wonderful."

Jonathan had just returned from Wilmington General Division, where doctors found that all that was wrong with him was a slight cold. "And he already had that," his mother said.

"He was so hungry he drank half a bottle of milk in one gulp," said David Wishneski, the boy's father. "We fed him on the way to the hospital, the first time he'd had any milk since 8 last night."

"HE was so cold when he was found," his mother said. "Daddy could've used your hand for an ice cube to mix drinks, couldn't he," she murmured to Jonathan.

"I wasn't home when they tried to call me," Wishneski said. "When I came home the police were waiting for me, and it's a real shock learning your baby has been kidnaped."

He said he drove the 100 miles from their home at Point Pleasant, N.J., to Wilmington in in less than two — without a police escort. "I really passed a couple of police cars," he said, "but they didn't chase me."

Mrs. Wishneski bounced Jonathan from arm to arm. He merely stared at the policemen around him with bright blue eyes.

THE only damage done was a dent in the front bumper of the stolen car, owned by the boy's uncle, Robert Fields of Climax, N.C. "That's nothing," he said. "I just wanted the baby back."

It was almost a celebration. Troopers who all night had worn frowns that were as heavy as their gunbelts, smiled, laughed, joked. All of them were happy, and none was happier than Trooper Hellman. "My hat's already too small," he joked after someone complimented him on finding the abandoned baby in the stolen car at Middletown.

A sergeant looked out the window toward the sun that was climbing into a heavy overcast. "It's a beautiful day," he said.

Thief takes baby with car here

A 4-month-old infant left alone in the front seat of a car was abducted last night when the car was stolen from the parking lot at the Delaware Turnpike restaurant.

A search had produced no trace of either the boy or the car by 2 a.m. today.

The car sped off toward Wilmington about 10 p.m. with a parking lot attendant in pursuit but escaped.

THE attendant and a state trooper said they recognized the youth as he climbed into the car.

Police said that the person they were looking for early today for questioning in the case was Alfred Watson, 17, of Rosegate. They described him as a Negro, 5 feet, 8 inches tall, weighing 165 pounds and wearing dark clothing.

The stolen car is a 1963 red Chevrolet sport coupe with magnesium wheels. It bears the North Carolina license number DH 3755.

The incident took place less than 36 hours after a 2-year-old child was inadvertently abducted in Fairfield, Conn. That child was found unharmed 14 hours later.

The child being sought by Delaware police is the son of Mrs. Martha Wishneski. She was being driven by a brother, Robert Fields, from her home in Mount Pleasant, N.J., to North Carolina, where her soldier husband is stationed.

THEY stopped at the Hot Shoppes restaurant on the turnpike. Mrs. Wishneski went inside. Her brother said he got out of the car to stretch his legs and was about 50 feet from the car when he saw the youth get in.

State police said the youth had stolen a car at the football game in Middletown and left it at the restaurant parking lot.

The parking lot attendant, James Hodgson, got into his own car and gave chase. The stolen car outdistanced him. He told other employes that he recognized the youth as a former employe of the restaurant.

Hodgson said he heard Fields yell, "Hey, hey! Stop!" He turned and Fields told him there was a baby in the car.

Hodgson then ran for his own car and followed the fleeing car for about three miles. He has the use of only one arm but was able to use the radio transmitter in his car to alert police while driving at speeds of up to 100 miles an hour. Hodgson is a fire policeman with the Minquas Company in Newport.

Vol. 35 . No. 272 Evening Journal pg 1 Saturday, November 18, 1967

Suspect Arrested

Baby in Stolen Car OK After 7 Hours

By RALPH S. MOYED and JIM NICHOLSON

A 4-month-old baby was found safe and unharmed at Middletown early today, seven hours after the boy was carried off in a car stolen at the restaurant on the Delaware Turnpike.

The child, Jonathan David Wishneski, was traveling with his mother and uncle. The Wishneskis live in Point Pleasant, N.J.

An hour and a half before the infant was found, police took into custody an 18-year-old Rosegate youth who had been released from prison only yesterday afternoon at 4, a little more than 6 hours before the child was abducted. He had served six months for auto theft.

Alfred Watson was held in a total of $11,600 bail on charges of kidnaping, grand larceny of an automobile and traffic violations.

WATSON told Magistrate Thomas J. Newell that he did not know there was a child in the car when he took it. He waived a preliminary hearing and his right to be represented by a lawyer at the arraignment.

The child had been left momentarily unguarded in the car, while his uncle was stretching his legs about 5 yards away. The mother, Mrs. Martha Wishneski, 21, was in the Hot Shoppes restaurant. The ignition had been left in the "on" position.

The youth, suspected of having stolen another car within the half hour, jumped into the car. The child's uncle, Robert Fields, 19, said he shouted and ran after the car. Fields said, "He swerved and tried to knock me down."

WHEN the stolen car sped from the parking lot, at 10:20 p.m., a state police manhunt was triggered from the turnpike southward. A state trooper and an attendant at the parking lot said they recognized the driver as Watson.

At 3:50 a.m., Watson was taken into custody at the home of an uncle, Oscar J. Watson, in the 300 block of N. Main St. in Smyrna. He was picked up by town officers who had set up a stakeout at the request of state police.

Police said he first denied knowing anything about the car.

Trooper Samuel D. Hellman early today was pressing the search in Middletown, where the sequence of events was reported to have started the night before. About 5:15 a.m., Hellman came upon a car answering the description of the Fields car.

THE baby was in the front seat in the plastic travel bed where his mother had left him. The trooper said the windows were fogged, indicating the car had been there for some time. The weather was mild, with temperatures dipping no lower than 40 degrees.

Word was flashed to state police Troop 2 headquarters where the mother had been keeping a tearful vigil. "Thank God," she cried, according to Capt. Thomas G. Buckmaster, who directed the search.

THE attractive young mother, her eyes reddened by the ordeal, was reunited with her baby a half hour later. She fed the baby — the last feeding had been at 8 p.m., about the time she left her Point Pleasant home with Fields — and headed for the Wilmington General Division with the infant. Her husband, David Wishneski, 22, clutched the child in his arms as they emerged from the police station.

Her husband had rushed here from Point Pleasant, about 100 miles away, in less than two hours.

CONCERN for the child was heightened by the fact he had been ill with a respiratory ailment and required medication every three hours.

Except for a slight cold, Jonathan was pronounced in good

See 7-HOUR—Page 2, Col. 3

7-Hour Search Finds Baby in Stolen Car

(Continued From Page One)

health and released from the hospital.

A state trooper happened to be parked at the Hot Shoppes shortly after 10.

BUCKMASTER said the trooper saw and recognized Watson as Watson pulled into the parking lot in a strange car. The officer radioed the troop for stolen car reports.

At the same moment, Buckmaster said, an officer at Middletown was calling in with a report of a car taken from outside the Middletown High School field where the Middletown-Newark game was played.

While the exchange of messages was taking place, Watson saw the trooper with the microphone in his hand, Buckmaster said, and went into the restaurant where he was employed before going to New Castle Correctional Institution.

BUCKMASTER said the youth ducked out another exit.

James Hodgson, 27, a parking lot maintenance man, recognized Watson as he climbed into the Fields car, Buckmaster said.

As Watson pulled out of the parking lot, Hodgson said he heard Fields shouting, "Hey, hey! Stop!"

Hodgson, who has only one arm, said he got into his own car and followed at speeds of up to 100 miles an hour, all the while firing off a message of what was taking place over the fire police radio he carries in his car.

Hodgson is a fire policeman with the Minquas Fire Company in Newport, near his home at Westview.

"ALL I could think of was the baby as I drove down that road," he said. The stolen car outdistanced him after 3 miles, and he returned to the restaurant, showing up later at the police barracks and remaining until Watson was brought in.

Thirty-five state policemen participated in the manhunt.

Watson was whisked off to prison before he could answer reporters' questions and there was some mystery, under the police theory that he abandoned the car in Middletown, about how he returned to Smyrna.

HIS cousin, Oscar J. Watson Jr., told a reporter today that he drove Alfred to Middletown to attend the football game last night.

Young Oscar Watson said he noticed that his cousin wasn't in the group when they reached the stand about 8:15. He said he saw Alfred walking toward the school sometime between 10:30 and 11. He said he picked Alfred up and dropped him off at The Shop, a teen-agers' hangout. Young Oscar said he and Alfred returned to Smyrna about 12:30.

ALFRED Watson was committed to prison this morning in default of the $11,600 bail. He had been released yesterday just in time to attend a funeral that was to be held today. for Percy Ennis, 56, who was killed in an auto accident near Denton, Md., on Nov. 9.

Percy Ennis was Watson's father.

Evening Journal

Man About Town

Friday
November 24, 1967

By Carl G. Smith

Delaware is a big name in the toll bridge and turnpike business.

At the recent Louisville convention of the International Bridge, Tunnel and Turnpike Association, the name of Delaware cropped up again and again.

- The Delaware River and Bay Authority's William J. Miller Jr. was re-elected to a three-year term on the board of directors.
- The Delaware Turnpike's Charles A. Rutter was named to a two-year term on the board.
- The Delaware River Port Authority's Andrew G. Ferenz was on a panel that discussed "Improving Service vs. Costs."

For the benefit of readers who came in late, it should be explained that the Delaware River and Bay Authority operates the bridge(s) and ferries between Delaware and New Jersey. The Delaware River Port Authority operates bridges between Pennsylvania and New Jersey. The Delaware Turnpike operates Delaware's 11-mile section of the John F. Kennedy Memorial Highway.

The IBTTA is truly an international organization, with membership in Quebec, Spain, Italy, Portugal, the Philippines and Australia. But the corridor between New York and Washington accounts for a large share of its membership. Besides the three toll-collecting agencies that bear the name of Delaware, there are the New Jersey Turnpike, Pennsylvania Turnpike, Atlantic City Expressway, Garden State Parkway, Maryland section of the JFK Highway, the Susquehanna River crossing on U.S. 40, the Baltimore Harbor Tunnel, the Chesapeake Bay Bridge, and so on.

To show how profitable a toll road can be in these parts, the IBTTA cites an Oct. 2 speech by Jerome B. Wolff, chairman and director of the Maryland State Roads Commission:

"Maryland has proven that toll financing can be successful. Look at the Kennedy Highway. It will have completely liquidated itself (the bonds, not the pavement) within 10 years. We need to sell the feasibility and rationality of toll financing. It's the only way to build highways on a state or regional basis."

The Delaware turnpike reported record traffic during the holiday period and yesterday. A total of 210,784 vehicles used the turnpike from Wednesday night through yesterday compared to 205,222 during the same period last year.

YESTERDAY 55,574 vehicles used the toll road, compared to 53,782 last year.

Holiday traffic over the Delaware Memorial bridge set a new five-day Thanksgiving record this year, according to a bridge spokesman.

Total crossings, Wednesday through 11 p.m. yesterday were 273,471. This compares with 269,051 crossings last year and 266,520 crossings in 1965.

PEAK day during the period was yesterday, when 69,860 crossings were recorded to 11 p.m. This is a record for a Thanksgiving Day holiday period, although the total has been exceeded during some summer holidays.

Bridge officials said there were several minor accidents on the bridge yesterday, but most were in the eastbound lane and had little to do with a large traffic backup reported on the New Jersey Turnpike's southern end.

11/27/67 Journal-Every Evening

Man About Town

Monday
November 27, 1967

By Carl G. Smith

It may be an outgrowth of all the recent emphasis on civil disobedience, or it may be an inevitable result of the population explosion.

Whatever the cause, the great American driving public is in open rebellion against posted speed limits. And there is nothing the police can do about it.

The whole system that has been built up over the years to enforce the speed laws is based on stopping a small minority of flagrant speeders and hauling them off to magistrates' courts. The system simply won't work when the number of speeders runs into tens of thousands of drivers, all deliberately cruising five or ten miles per hour faster than the law allows.

Speed laws have never ranked high in popularity among the people they are designed to protect. But in the early days of radar, the majority of drivers on heavily-traveled turnpikes came close to obeying the limits. Turnpike speeding was done mainly by inter-city bus drivers, servicemen on weekend passes, and an occasional sports-car nut. Other drivers confined their speeding to less-crowded roads where the police were less likely to notice.

All this has changed in the last year or two. Weekenders have re-discovered the old saying about safety in numbers—safety from being arrested, that is, not safety from accidental death or dismemberment.

Nowadays the unwritten rule on the great corridor highways of Megalopolis is, "The more crowded the road is, the faster everybody can go with impunity."

On a holiday weekend like the one just past, for instance, the police are on duty in full strength but they spend more time at accident scenes or assisting stalled motorists than looking for speeders. If, by some miracle, the police had been able to stop everybody who cruised at 65 or 70 yesterday on the 60-mph John F. Kennedy Memorial Highway, they would still be sorting out the traffic tie-up tonight.

In Virginia and other states where the freeway speed limit is 65, weekend traffic flows at 70 to 75. In Florida, where the limit is 70, it flows at 75 to 80. Even diesel tractor-trailers often roll along at 65 on the level, and as fast as 80 going down hills.

Suppose the police did stop half the truck drivers and nine-tenths of the passenger car drivers for speeding on one of the turnpikes that handles 50,000 vehicles on a day like yesterday. How would they collect the fines?

Could they escort all those tens of thousands of vehicles off the turnpike to the nearest small-town magistrate's office? If the fines were to be mailed in, it would take hundreds of man-hours just to check drivers' licenses and write out the summonses.

The only solution is computerized speed enforcement.

Let each driver receive a time-stamped ticket when he enters the super-highway and surrender the ticket at a computer booth when he leaves. If the computer finds that his average speed has been higher than the legal limit, it could assess the fine on the spot. Simultaneously, it could record the offense and notify another computer in the motor vehicle department of the driver's home state, where it would be chalked up against his record under the point system.

If the states in Megalopolis are not prepared to enforce their turnpike speed limits in some such universal manner, maybe they had better admit defeat and remove the unsuccessful speed limit signs. Most drivers probably would still cruise at about 70.

Hart seeks U.S. probe of state units

From the Dover Bureau

DOVER — A Newark Republican, angered by a planned junket to Australia, said yesterday he is working toward a congressional review of all independent state authorities.

Rep. William F. Hart, R-Chestnut Hill Estates, said he has sent letters to Sen. J. Caleb Boggs and Rep. William V. Roth Jr., Delaware Republicans, asking them to present the problem to their respective Public Works Committees.

HART said he believes the whole subject of independent agencies needs a review because the authorities operate with little or no state supervision.

Earlier this week it was revealed that 12 officials of the Delaware Turnpike Commission and the Delaware River and Bay Authority plan to spend $21,000 of toll revenues to attend a convention in Sydney.

Hart and other House members who have been working for reduced turnpike tolls for Delaware residents have objected to the expenditure.

He also suggested yesterday that the turnpike is one of the reasons other roads between Newark and Wilmington have not been improved.

HE noted that the feasibility study for the turnpike predicted the road would remain in sound financial condition as long as other roads between the two cities are not built or improved. Hart suggested that this proposition may be the reason for the constantly congested free roads between Newark and Wilmington.

The only routes between the two cities other than the turnpike are the Kirkwood Highway and the Ogletown-Stanton road.

Hart also noted that a congressional subcommittee on federal highway aid recently criticized the practice of turning freeways into toll roads. He charged that Newark residents are forced to pay turnpike tolls to gain access to three different freeways.

THE turnpike feeds into Interstate 95 and Interstate 495 through Wilmington and Interstate 295 to the Delaware Memorial Bridge. Neither of the city routes is completed.

Hart emphasized he would not be pressing for a reduction in local tolls if turnpike revenue were not running far ahead of projections. The $21,000 cost of the trip represents nearly 10 per cent of the highway's local yearly revenue, he said.

Merit plan protest date eased

From the Dover Bureau

DOVER — Yesterday's deadline for protesting the tentative merit system plan has been "eased," according to the executive director for the Personnel Commission.

James M. Rosbrow said state employes will have until the middle of next week to file formal requests for review of the classifications and pay ranges assigned them by the consulting firm that drew up the plan.

The postponement was caused in part, Rosbrow said, by last week's one-day postponement of meetings to brief uniion leaders on the review procedure.

Also yesterday, Timothy Hyatt, director of Council 81 of the American Federation of State, County and Municipal Employes, AFL-CIO, said there have been several violations of a rule concerning the posting of the tentative pay and classification schedules.

The schedules were sent to each state agency with instructions that they were to be posted for all employes to see. It is the policy of the Personnel Commission that public employes' salaries are public information.

Hyatt said employes of several agencies were handed slips of paper listing only their own proposed classifications, and thus had no chance to compare their new pay range with those of employes doing the same jobs. He said he has protested to authorities without result.

Rosbrow said that "Whenever he (Hyatt) notified me, I've been in touch with the agency and gotten it done."

Hyatt also said yesterday that he has written the governor and the Personnel Commission to complain that union members were "insulted" at one of last week's explanatory meetings with the consultant.

The union leader said his council intends to file some protests on the classification proposal for entire classes of workers.

7 toll collectors off pike payroll

Seven toll collectors on the Delaware turnpike have been removed from the payroll, it was learned yesterday.

The circumstances of their departure were not immediately clarified.

Charles A. Rutter, turnpike manager, first said they left because turnpike officials were dissatisfied with their performance. Later he said, "They left of their own volition."

Five of the seven left soon after Christmas and two more followed within days, Rutter said. They represented a substantial part of the 16-man full-time force of toll-collectors.

"We have replaced all of them we are going to replace," Rutter said.

He said their departure brought no complaints from the toll collectors' union, the International Brotherhood of Electrical Workers.

He did not identify the seven. Union officials could not be contacted last night.

"We weren't satisfied with their service," Rutter said. "Their performance was erratic and inconsistent."

He said their cases were under review for some time, but that he waited to act until after Christmas.

1/15/68

New Year's Presents

Evening Journal 12/30/67

THE HOT Shoppe on the Delaware Turnpike is offering a New Year's gift to weary drivers. Motorists whose senses are numbed, whether by travel or tippling, are invited again this year to restore their reflexes with a free cup of coffee. The liquid life preserver will be on the house between 9 p.m. New Year's Eve and 5 a.m. New Year's Day.

Delaware paid the highest price in its history in 1967 in terms of lives lost on the state's highways. If enough motorists will spend the few minutes required to accept the Turnpike's gift, perhaps 1968 will begin on a brighter, safer note.

Morning News 1/9/68

Toll bells ring up $21,000 for 12-man Australia junket

Toll highway users in Delaware will pick up a tab for about $21,000 for 12 commissioners and employes going to Australia Jan. 23 for an international convention.

These men are connected either with the Delaware River and Bay Authority, which operates the Delaware Memorial Bridge, or the State Highway Department, which administers the Delaware turnpike.

Officials of both agencies explained yesterday that the direct costs of attending the convention of the International Road Federation in Sydney will come exclusively from tolls, and not from public funds.

SOME of the men are taking their wives. According to William J. Miller Jr., director of the Delaware River and Bay Authority, the members will pay for their spouses.

The facility of each agency is financed by revenue bonds and is operated by toll money only and does not involve public funds of either New Jersey or Delaware.

The group is going on commercial airlines at tourist rates, which are about $1,250 a person for a round trip. The expenses to be paid for by the toll facilities will include, Miller explained yesterday, only plane fare and hotel expenses in Sydney. Costs of side trips will have to be borne by individuals.

Miller is the only Delawarean scheduled to take an active role in the convention. He will present a slide story of the construction of the second Delaware Memorial Bridge, scheduled to open in early July.

THOSE slated to make the trip are:

State Highway Commissioners Lemuel H. Hickson, Frankford; William G. Dorsey, Wilmington, and William R. Murray, Frankford; Ernest A. Davidson, director of highway department operations, and Charles A. Rutter, manager of the Delaware turnpike.

Delaware River and Bay Authority: Mr. and Mrs. Remsen C. Barnard III, Milford; Mr. and Mrs. James G. Smith Jr., Dover; Mr. and Mrs. Thomas J. Gallagher, Wildwood; Mr. and Mrs. William A. Gemmil, Atlantic City; Mr. and Mrs. Clarence B. McCormick, Bridgeton; Mr. and Mrs. Walter F. Maack, Woodstown and Mr. and Mrs. Miller.

Probe of tolls asked by Boggs

From the Washington Bureau

WASHINGTON—Sen. J. Caleb Boggs, R-Del., yesterday urged the Senate Public Works Committee to "explore" the inconvenience to Newark commuters caused by tolls on Interstate 95 and similar situations in other states.

In an open letter to committee chairman Sen. Jennings Randolph, D-W.Va., Boggs said, "It might be well worth the time of the committee to explore the many questions suggested by the impact of toll roads on the interstate system, and on service to local motorists.

"Legislation may be required to safeguard the interstate system from disruptions caused by future toll roads. It also may be possible through legislation to afford some relief to local traffic in a toll road area."

Boggs said Delaware State Rep. William F. Hart, R-Chestnut Hill Estates, has pointed out that Newark residents who want to drive to the free interstate highways around Wilmington or to the Delaware Memorial Bridge must either pay the toll on Interstate 95 or resort to secondary roads, which are congested and inconvenient.

He referred to a 1967 report by the House Committee on Public Works, which after an extensive investigation, stated "there is reason to be gravely concerned over the inability of toll facilities to serve local needs to the same extent that a nontoll road would."

Boggs is the third-ranking Republican on the Senate Public Works Committee, which handles all highway legislation involving the federal government.

Australia trip protest planned

State Rep. Joseph R. Murphy, R-Brookside Park, says he will protest in the House the planned spending of $21,000 to send 12 turnpike and bridge officials to a convention in Australia.

Murphy called the trip "a vacation in Australia under the guise of a convention."

Yesterday the trip was defended by Henry T. Price, chairman of the state highway commission, and Charles A. Rutter, manager of the Delaware Turnpike. Their defense followed initial criticism of the junket by Reps. Everette Hale and William F. Hart, Newark Republicans.

THE trip is to a convention of the International Road Federation in Sydney and will last from Jan. 23 to Feb. 6.

Murphy said he had objected in 1966 when a group of bridge and highway officials attended a convention in Rome, financed by $12,000 in bridge and turnpike revenues. "The cost of vacations has doubled," Murphy said.

He agreed his protest in the House will be too late to prevent the trip since the General Assembly probably won't convene until after the convention ends. Murphy, chairman of the Highways and Public Safety Committee, said he doesn't object to conventions attended by "experts in the field."

"I certainly don't see too many experts in this group," he added.

William J. Miller Jr., director of the Delaware River and Bay Authority, said the $21,000 will pay only the air fare and hotel expenses. Members taking their wives will pay their expenses, he said.

"THE only possible comment I can make is that five people from the turnpike are attending a professonal meeting as is customary with professional people throughout the world," Rutter said. "This convention will be attended by road people from all over the world, and attendance is for the mutual benefit of all attending."

Whether one could classify the trip as a "junket," Rutter said, "depends entirely on how the word 'junket' is defined." He said he will reply to a telegram from Hart.

Price also noted that conventions, "both national and international, have long been a part of our way of live in many fields of interest." He said much information can be gained from an exchange of ideas with others involved with the same interests and problems.

"I think we should be concerned if Delaware was not invited to these professional conventions," Price said.

"I fail to see any connection between attendance by highway department members at a convention and reducing ramp tolls on the John F. Kennedy Memorial Turnpike," Price said.

Hart has claimed that the money spent for the trip would allow for a 10-cent reduction on 200,000 tolls or would finance closing one of the three local toll ramps for three months.

Price said the highway department has given much thought to this matter and that detailed studies by two firms of consultants recommended that the toll schedule remain unchanged at least until completion of construction.

THESE studies, Price said, were made by Coverdale and Colpitts and by the firm of Howard, Needles, Tannen and Bergendoff, the most recent being just this month.

"The highway department is always concerned with doing the right thing for all the people who use Delaware roads and I think would be remiss if the recommendations of consultants were not followed," Price said.

Morning News 1/11/68

* * * Monday, January 29, 1968

Australian trip hit by official

A trip to Australia by a group including Delaware bridge and turnpike officials is perhaps an overflow of water under a bridge, a Treasury Department official has complained in Washington.

It is hardly the time to do it, since President Johnson curtailed foreign travel by government employes a week ago, according to William W. Diehl, director of the Treasury's Office of International Economic Activity.

Diehl directed his disappointment at four congressmen who are making the trip. He said Friday that despite a Congress-mandated bookkeeping system which provides local currency for congressional tourists, the net effect of the trip is to spend dollars abroad.

The trip to Australia is for a conference on public roads. Among the items on the agenda: "Operations of the Delaware River and Bay Authority."

TV use on spans studied on junket

2/12/68

One idea brought back from the five-day convention of the International Road Federation in Sydney, Australia, is television monitoring for trouble on highways and bridges.

Ernest A. Davidson, director of operations for the State Highway Department, said he was impressed with such a system on the harbor bridge at Auckland, New Zealand.

Davidson was one of four out of 11 Delaware delegates who arrived home late Thursday night.

"We heard reports on a broad spectrum of highway financing, operations, construction and maintenance throughout the world," said Charles A. Rutter, director of the Delaware turnpike.

"It was mutually beneficial to all who attended," he said. One speaker on turnpike financing came from part of Interstate 95 — the Richmond-Petersburg Turnpike Authority — Rutter said.

ON the way home, they flew from Sydney's 105-degree summer heat to the near-freezing lows of Hong Kong; then to Tokyo where Rutter says he got sick, then to Honolulu where they toured highway construction with officials of the State Department of Transportation.

Others who arrived in New York last night were two highway commissioners from Frankford: William R. Murray and Lemuel H. Hickman, vice chairman. None of the four took his wife.

Others of the 11 Delawareans on the trip are wending their ways home by various routes and bypasses at their own expense, Rutter said.

SYDNEY traffic, composed mostly of compact cars, is pretty heavy and rather hairy because it is driven on the left side of the road. For a passenger in the front seat sitting where an American would be behind the wheel it can be pretty nerve-wracking, Rutter said.

Australia has only one nine-mile stretch of toll road — from Calgen to Sydney — Rutter said, but experts there believe there will be a lot more because it seems to fit their needs.

Robert W. Askin, the premier (equivalent to an American governor) of New South Wales, told the group that Australia's vigorous economic development will continue but needs a great deal of highway construction to keep it going.

DAVIDSON said the problem in Australia is basically building roads through back country where there is a need to open undeveloped areas but where the cost is prohibitive for highways built to American standards. He said officials were interested in Delaware's dirt-road program which they felt might meet their current needs at reasonable costs.

He said his group wasn't able to try the supertrains in Japan, pioneers of the type to go into operation this year from New York to Washington. He said he understands the group with William J. Miller Jr., director of the Delaware River and Bay Authority, did take the train. That group was due home late last night or early this morning.

The convention ran from Jan. 29 to Feb. 2.

Dr. Shirley gives convocation talk

Dr. John W. Shirley, acting president of the University of Delaware, spoke yesterday at The Playhouse at the honors convocation of Brandywine Junior College.

About 200 Brandywine students received honors at the semiannual prgram.

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Page 26 Wilmington, Delaware* Wednesday, February 14, 1968

Chance for Delayed Justice?

PHENOMENAL is the word for the increase of traffic using local exits on the Delaware Turnpike. It has jumped 37 per cent in the last year, accounting for a solid 15 per cent of the total tolls.

No doubt about it, the turnpike is no longer just a land bridge across the state. It is becoming more and more useful to Delaware people. Maybe such usefulness to local commuters and shoppers wasn't very important in the planning and financing of this short link in Interstate 95, the main traffic artery along the eastern flank of the United States. But local usefulness was and is not to be sneezed at now.

It seems clear enough that, as a result, the people of Delaware are going to be more interested than ever in the level of toll charges and in the possibility of eliminating local tolls—unlikely as that seems today in view of the cost of third lanes.

As the turnpike authorities have reiterated, any substantial changes affecting revenues have to be reconciled with the indenture agreement. By its terms the bondholders are protected and funds are assured for new lanes and the maintenance of operations. So far, so good.

But there is something worth watching. A public authority that takes justifiable pride in its sound financial position — as this one should — may come to take a less valid pride in revenue for revenue's sake.

The fact is, of course, that government, unlike private business, cannot operate for profit. Nor should it be tempted to find ways to spend its operating surplus or to fatten reserves more than prudence might require. Hence there may still be the possibility that a capacious, well-engineered, well-managed Delaware Turnpike may at some point be able to depend on the interstate traffic alone for its revenue.

That would be a happy development. It would also look a lot like delayed justice for Delaware people, who have been penalized for having accepted a toll system at a time when that seemed the only prompt means of getting the pike — the federal-aid-interstate program was short on finances. After the FAI program got moving, the interstate highways were built as free, not toll highways.

37% over 1966

Morning News 2/13/68

Local traffic on turnpike rises

By CY LIBERMAN

Local traffic on the Delaware Turnpike jumped 37 per cent last year, the turnpike's annual report shows.

Through traffic on the toll road, the Delaware section of the John F. Kennedy Memorial Highway, was up 8.7 per cent over 1966. Taken together, the two advances amounted to a boost of 14.9 per cent. The number of vehicles using the road came to 10,695,462 compared with 9,307,789 in 1966.

For the privilege of using the limited access highway motorists paid $3,129,932 last year, up 13.4 per cent over 1966.

LOCAL traffic on the turnpike is measured at the four sets of ramps where motorists get on or off the highway in Delaware. Through traffic, on the other hand, is measured at the barrier toll gates near the Maryland state line.

The turnpike gets most of its revenue from through traffic as would be expected for a segment of one of the nation's busiest traffic corridors.

But the proportion of toll revenue derived from the local traffic on the ramps climbed last year. It was about 15 per cent of all the toll revenue in 1967, whereas it was only about 12 per cent the previous year.

Viewed in terms of traffic rather than tolls, ramp traffic last year increased to 25 per cent of total traffic. It was 21 per cent the previous year.

CHANGES in toll collections at the four interchanges show that the biggest increase occurred at Delaware 896, the main Newark interchange, where collections in 1967 were 52 per cent higher than in 1966. The addition of a new ramp there had no effect on tolls; the new ramp provides a free exit to Delaware 896 for east bound motorists who have already paid a toll at the barrier on entering Delaware.

Collections during 1967 at Delaware 896 came to $200,170 compared with $131,403 in 1966. Collections were almost as much at the Delaware 273 interchange, where $198,349 was received in 1967. The increase there, over the $146,160 collected in 1966, was 35 per cent. There was a 35-per-cent increase at Delaware 7 and a 20-per-cent rise at Churchman's Road.

LAST year the turnpike had a total revenue of $4,252,238, receiving more than $3 million from tolls and more than $1 million from the service area. A second service station in the service area opened in December 1966, and revenue from the service area was up 20.7 per cent in 1967.

After paying operating and maintenance expenses, the turnpike last year had a net revenue of $3,591,210. This was 17.1 per cent more than the net revenue in 1966.

Some of this operating profit is used to pay off loans which were floated to build the $32-million road. Some will go toward the estimated $10-million cost of adding a lane to the 11-mile turnpike to give it three traffic lanes in each direction.

1968

Morning News 2/16/68

An idea for the turnpike

The Delaware Turnpike has been on the defensive for the past year because the automatic tollgates on its local access ramps are irksome to local commuters, especially in the Newark area.

It is true that details of the toll-collecting procedure could be improved upon, but it is also true that money must be collected for three purposes — to amortize the bonds that paid for the original turnpike, to add a third lane in each direction, and to maintain the superhighway. It hardly seems fair for Delaware residents to demand free use of the highway while others pay for it, but it would be fair to grant special rates to regular commuters, including residents of Maryland and New Jersey who use the road daily.

The Delaware Memorial Bridge grants special low rates to daily users but the Delaware Turnpike does not. The main obstacle is the difficulty of identifying a low-rate ticket holder at the unmanned automatic gates. This could be solved by selling plastic "keys" to commuters and installing a mechanism at each barrier similar to the automatic gate at the entrance of a parking lot in the 800 block Tatnall Street. When a driver inserts his "key" in a slot, the gate goes up until his car passes over a treadle.

A turnpike with commuter rates would serve Delawareans without giving them the free ride that some seem to want. It would also meet the requirement in the law that exempts it from state taxes — that it operate "for the benefit of the people of the state."

With a $10 million widening job coming up soon, the turnpike is likely to continue giving its users their money's worth, but there is no reason why it should not distinguish between "wholesale" and "retail" customers.

Evening Journal 2/17/68

Ours Is One of the Best

HERE IS a record of which Delaware and Maryland can be proud:

Only four toll highways in the nation had a better safety record than the John F. Kennedy Memorial Highway last year, according to the final turnpike accident and fatality report from the International Bridge, Tunnel and Turnpike Association.

But a note of caution must be added: The accident rate on the 11-mile Delaware section increased from 78.7 per 100 million miles in 1966 to 86.4 last year. Meanwhile the Maryland section's rate dropped from 93.1 to 83.9.

The Delaware section also chalked up a 6 per cent increase in miles traveled, from 92.7 million to 98.4 million, while the Maryland section dropped slightly from 321 million to 319.6 million. Apparently the difference is accounted for by local commuter traffic to and from Wilmington.

Even with last year's traffic gain, Delaware's is still the second-lowest among the 28 reporting turnpike systems in miles traveled. The only one with less usage is Kentucky's Mountain Parkway, which also has the lowest accident rate — 52.2.

The Western Kentucky Turnpike, Blue Grass Parkway and the Oklahoma turnpike system were the only others with lower accident rates than the Kennedy Highway's.

Accident rates within the Northeastern megalopolis include: Massachusetts Turnpike 91.5; Connecticut Turnpike 177.9; Merritt and Wilbur Cross Parkways 150; New York Thruway 136.5; Garden State Parkway 93.3; New Jersey Turnpike 93; Pennsylvania Turnpike 163.9 and Richmond-Petersburg Turnpike 101.2.

Alongside those figures, Delaware's 86.4 looks good. But as long as the rate is rising, there can be no let-up in safety efforts.

Why did the accident rate rise when the increase in traffic was primarily local? Perhaps because some Delawareans still insist on driving in the passing lane at less than the speed limit, impeding the smooth flow of traffic and creating the risk of rear-end collisions. Turnpikes are no place to drive as if yours were the only car in the world.

Shape up or keep off!

A bill that bears watching

Delaware should keep a careful eye on a bill recently introduced by U.S. Sen. A. S. Mike Monroney, D-Okla., which would change the ground rules for toll roads and bridges in the interstate system.

The bill would authorize the federal Bureau of Public Roads to pay any state the amount necessary to buy a toll road and convert it into a free road by paying off the bondholders. It would also require approval from the secretary of transportation before any more toll facilities could be built as part of the 41,000-mile interstate system.

Delaware has two toll facilities on the interstate system. Its section of the John F. Kennedy Memorial Highway is on I-95 and the Delaware Memorial Bridge is on I-295.

The immediate purpose of Sen. Monroney's bill is to enable Secretary Alan S. Boyd to ask Congress for money to convert the nearly-bankrupt West Virginia Turnpike into a free road. It would have to be done in a roundabout way, with federal money being turned over to the state government in Charleston which in turn would buy up the outstanding bonds. Uncle Sam's General Accounting Office has said it would classify the federal expenditure as an outlay for right-of-way acquisition, and that it would not object as long as no tolls were collected after the federal money was spent.

What has this to do with Delaware? Obviously neither of Delaware's toll facilities is in financial distress like West Virginia's poorly designed, two-lane turnpike. Neither of them is likely to ask the government to buy them out.

But the other half of the Monroney bill might have some local effect. It is designed to discourage building of new toll roads at a time when the Administration is holding back on its financing of free highways as an anti-inflation measure.

In combination with the recent cutback of 1968 highway allocations, the Monroney bill would say to the states in effect: "You can't build freeways until we release the money and you can't build toll roads unless we give our permission."

It should be possible to bail out West Virginia's unsuccessful turnpike without restricting the options of other states that have proven they can build successful ones.

2/29/68
The Morning News

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Charles L. Reese, Jr., President and Chairman of the Board; Charles M. Hackett, Executive Editor; Frederick Walter, General Manager; John G. Craig Jr., Editorial Director; Richard P. Sanger, Managing Editor; Clarence B. Brown Jr., Night Managing Editor; Frederick W. Hartmann, Metropolitan Editor.

When will road be free?

Morning News - 3/14/68

Your editorial (Feb. 29) on the bill introduced by U.S. Sen. A. S. Mike Monroney on toll roads and bridges in the interstate highway system points out that this legislation could affect Delaware in that the state has two toll facilities, the Delaware Memorial Bridge on I-295 and the Kennedy Highway on I-95.

What you fail to point out, however, is that Sen. Monroney has put his finger on a very sensitive spot, that is, the inclusion of toll roads in an interstate highway system that was to be an interlocking system of free, limited access highways stretching from coast to coast, to be paid from special gasoline taxes.

Toll roads were first included as part of the interstate highway system mainly to be able to use good existing roads in developing the interstate system more quickly than could be done otherwise. As free interstate highways have become more numerous the traveling public wonders why in some states the roads are free and not in others.

The Delaware Turnpike is a road in question. Once the bonds that financed it have been prepaid, the turnpike is to become a toll-free part of the interstate highway system. The question is when?

Tolls and concessions have proved very profitable on the turnpike. Total revenues for 1967 amounted to $4.2 million. Operating expenses were under $700,000. Allowing 1.5 million dollars for bond indenture payments the Turnpike turned in a profit of over $2 million for 1967. Excess cash goes into a so-called improvement fund; this fund now has close to $5 million in it.

The tremendous profits of this lucrative East coast corridor route have given the Delaware Turnpike Authority vast economic power in the letting of bids and the number of jobs. One of the real gray areas in the public domain is the autonomy of public authorities created by government but with independent financing by bond revenues. Financial accountability is to bond holders. not to the public.

The time has come perhaps when standards for the operation, use of revenue, percentage of profit and length of operation as an independent agency should be the subject of federal debate and regulation. These toll roads are, after all, for public use, created by public consent.

JAMES ASSIMOS

Wilmington

Stop the Chrome Outflow!

5/15/68
Evening Journal

According to the Delaware turnpike's annual report, southbound traffic exceeded northbound traffic by 161,538 vehicles last year.

On the average, 11,114 vehicles went south every day and only 10,671 of them ever went back north.

Furthermore, the two Newark interchanges tallied 19,314 more vehicles leaving the turnpike southbound than entering it northbound.

If this trend continues, Wilmington's traffic problems will be completely solved by 1975, but Newark could be applying for foreign aid.

Catherine Higgins retired 6/11/68

Catherine W. Higgins

Retired June 11, 1968

Mr. Hart's campaign hits the roads

Morning News 5/17/68

The State Highway Department's name will not be on the ballot in the new 9th Senatorial District next fall, but Rep. William F. Hart, R-Chestnut Hill Estates, plans to run against it anyway.

Politically this may be a fruitful campaign theme in the heavily suburbanized district which extends from Limestone Road to Newark and from the Pennsylvania line to Christiana. Many of its 28,315 people have reason to be dissatisfied with the roads they must use every day, and it should not be difficult to translate that unrest into support for a Republican candidate, when the district is largely Republican and the highway department is under Democratic control.

It is true that road-building in Delaware has suffered from misplaced priorities and from a philosophy of "build the easiest roads first," except in the case of Interstate 95. But the contrast between broad dual highways downstate and some congested two-lane arteries in suburban New Castle County can be blamed more logically on downstate domination of the highway commission than on either political party. The commission needs to be reapportioned, and there is a bill in the current General Assembly to do that.

It is also true that the department has seen the light about one of New Castle County's worst untreated traffic ailments, and has asked for authorization to rebuild Delaware 141 as a single major project, rather than in the customary bits and pieces. It deserves encouragement on that score.

The department could benefit from close scrutiny by the electorate, but one thing it does not need is legislators each insisting that it give priority to congestion spots in his district.

The worst trouble spots are not in the district which Rep. Hart seeks to represent. A county planning study in 1966 showed several locations where traffic exceeds the presumed capacity of the road by 10,000 vehicles per day or more. Three of them are on Delaware 141 but only one (at Ogletown) is in the 9th District.

Another target of Rep. Hart is the automatic tollgates on local access ramps of the turnpike near Stanton, Christiana and Newark. He has maintained for more than a year that tolls should be eliminated at the local interchanges, and collected only at the state line. Turnpike authorities rejected the idea on the ground that it would break faith with the bond holders and probably would not receive their approval.

The turnpike's annual report for 1967, just issued, shows that 14.9 per cent of last year's $3.13 million toll revenue came from the six automatic tollgates to which Rep. Hart objects. The quarter gates south of Newark brought in $200,170; the 15-cent gates near Christiana took in $198,349, and the dime gates near Stanton accounted for $70,778, for a grand total of $469,297.

At a time when the turnpike has paid off only $1.02 million of its original $30 million, 40-year bond issue, and when it is about to spend millions to add a third lane in each direction, those dimes and nickels and quarters are needed. Rather than demand abolition of the tollgates, Mr. Hart should insist that they be updated to honor some kind of commuter ticket such as a notched plastic card or a magnetic window plaque. That would eliminate the irksome "exact change only" feature without giving anybody a free ride.

Maryland Cuts Turnpike Toll

Evening Journal
Wilmington, Del.
7
June 5, 1968

By ALLEN C. MILES
Staff Travel Writer

Maryland is raising tolls on the Susquehanna River Bridge and the Baltimore Harbor Tunnel but reducing them on the John F. Kennedy Memorial Highway and the Potomac River Bridge.

The through traveler headed south via the Kennedy Turnpike and the Harbor Tunnel will still pay the same—the charge for the turnpike is cut from $1 to 90 cents, but the tunnel toll goes up from 50 to 60 cents.

The Susquehanna River Bridge toll also rises a dime, from 25 cents to 35 cents. But the traveler on U.S. 301, using the Potomac River Bridge, will save 15 cents—that toll is reduced from 75 cents to 60 cents.

The State Roads Commission, in announcing plans for the revised tolls, explained that they would increase the state's bonding capacity so it will be able to build a parallel Bay Bridge on U.S. 301 and an Outer Harbor Tunnel in Baltimore.

★ ★ ★

At Least One Good Road

UNLIKE MANY other roads in Delaware, the John F. Kennedy Memorial Highway will not be allowed to become obsolete.

Firm plans were outlined at the highway commissioners' meeting last Wednesday for updating Delaware's 11-mile section of the two-state toll road. Work is to start after Labor Day on widening the roadway to three lanes in each direction and expanding the interchanges with Delaware 896 and 273.

Those routes probably should have been dualized at the interchanges when the turnpike was first constructed in 1962-63, but the need was not considered urgent. Now it is, and "twin bridges" will be built alongside their present two-lane spans over the turnpike.

The widening of the turnpike will be started less than five years after it was opened to traffic. There is a lesson to be learned from the unexpectedly early need for this work — today's superhighway can be tomorrow's bottleneck. It is too late to apply that lesson to the two-lane Interstate 95 through Wilmington, but it should be applied to the planning for I-495 and Delaware 141 before it is too late. Any sections of those freeways which will need three-lane roadways should be built to accommodate them without costly bridge-widening such as the Baltimore Beltway recently underwent.

Man About Town

Evening Journal 6-5-68

By Carl G. Smith

Did you ever wonder what happened to the drivers of the cars you sometimes see abandoned on the freeway?

They may have merely walked to the nearest exit for a can of gasoline or a jack. On the other hand, they may have walked the last mile.

"A pedestrian's life expectancy on a high-speed highway is about 20 minutes," says the National Highway Safety Bureau.

The life expectancy of a person sitting in a car parked on a high-speed highway has not yet been calculated, but it must be a little longer — maybe as much as 40 minutes.

If the car is parked on the shoulder, well away from the running lanes, an occupant should survive long enough to worry about hunger and thirst.

The word about the 20-minute life expectancy is in Tollways, which comes to me every month by courtesy of Charles A. Rutter, manager of Delaware's section of the John F. Kennedy Memorial Highway. According to Tollways, pedestrians have become a major problem on toll roads.

New Jersey's Garden State Parkway has chalked up three deaths this year, and two of the victims were walking.

"This has got to stop," said the highway authority, whereupon it ordered the parkway service stations not to sell gasoline to walking motorists.

From now on, if anybody walks up asking for a can of fuel, the service station attendant must call state police and arrange a ride to the stalled car. Only when the ride is available may the gasoline be pumped into a can.

Bridges Doubling Up

When the idea of building a twin span next to the Delaware Memorial Bridge was first brought up, it was so unusual as to seem nearly ridiculous. But now everybody is doing it.

As far as can be learned, the first suspension bridge to have a twin built adjacent to it was a crossing of the Mississippi River in the Moline-Davenport-Rock Island area. It was opened about the time Delaware's twin span got under way.

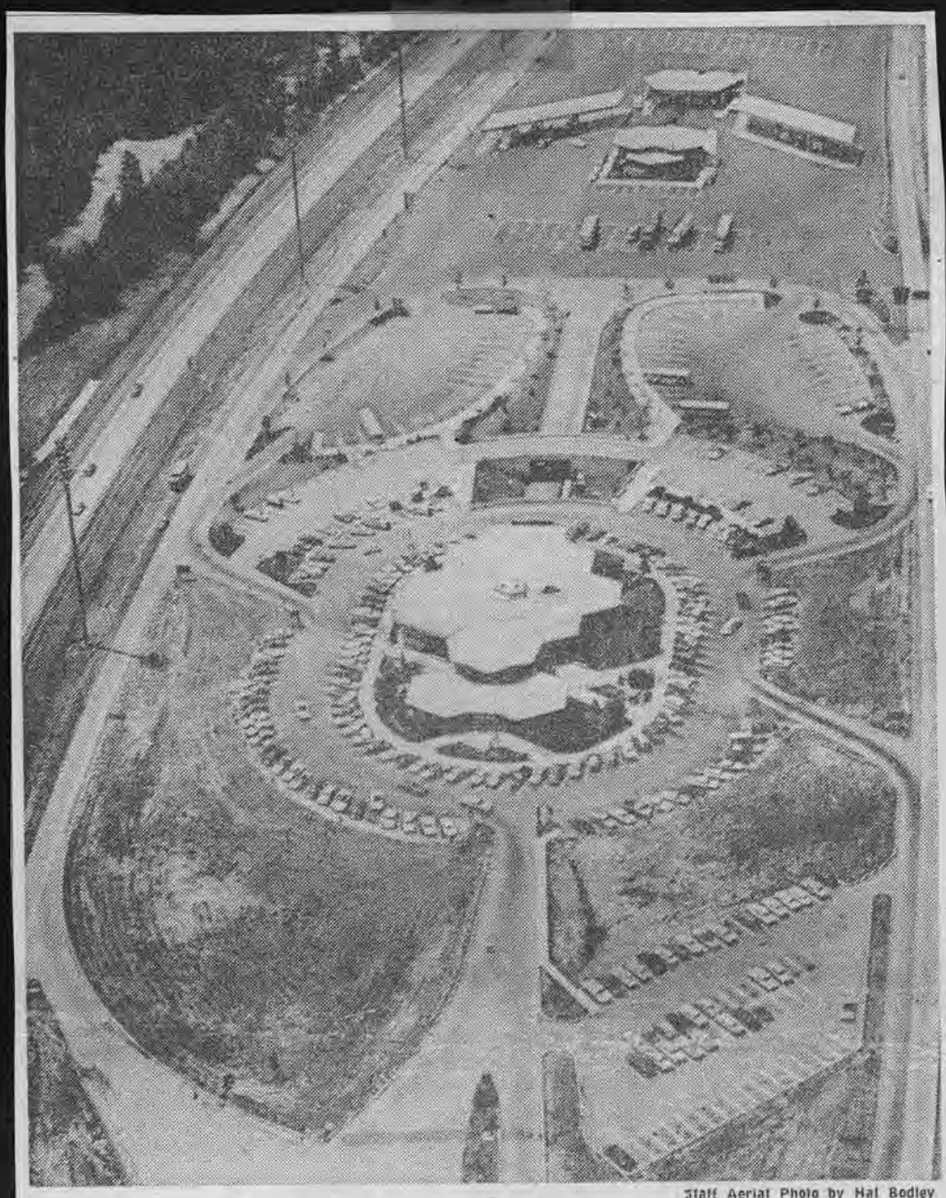
Tollways tells about these other double-bridge projects:

Maryland's plans are moving ahead for starting a twin to the Gov. William Preston Lane Jr. Bridge (formerly called the Chesapeake Bay Bridge) from Annapolis to Kent Island. But spiraling costs threaten to trim the plans from three lanes to two.

Florida's twin to the Sunshine Skyway is nearly half finished. Girders are going up on the north incline toward the high level crossing of the Tampa Bay shipping channel, and the second span is expected to open in the summer of 1969.

Louisiana's 24-mile Lake Pontchartrain bridge is being duplicated and the twin will cost less than the original because of new techniques developed since the first span was erected in 1956. The completion date is late this summer.

Several Mississippi, Missouri and Ohio River bridges may be duplicated as part of interstate highway projects.



Staff Aerial Photo by Hal Bodley

Eye-catching symmetry

Pleasant patterns can pop up in some wild places. The above is an aerial view of the Hot Shoppes service area on the Delaware Turnpike near Newark. The design caught assistant sports editor Hal Bodley's eye while he was up for a countryside spin in his airplane.

The Morning News

FRIDAY, JULY 5, 1968

Turnpike project will start in fall

By WILLIAM P. FRANK

The $10-million improvement of the Delaware Turnpike is expected to get under way after Labor Day, according to Ernest A. Davidson, director of State Highway Department operations.

In general, this will include an extra lane on each side of the 11-mile-long turnpike, which was opened for business five years ago, and the construction of two interchanges.

DAVIDSON announced this at Wednesday's meeting of the state highway commission which was held in Buena Vista, south of Wilmington, the home of the late C. Douglass Buck. former governor and U.S. senator and the second chief engineer of the 50-year-old Highway Department.

This was the first time the highway commission met in Buena Vista which had been willed to the state by Mr. Buck and is now in the custody of the State Archives Department.

Also attending the meeting were bond consultants for the highway department. They discussed the various ways of financing the $10 million worth of improvements.

IT was felt that at the outset, it will not be necessary for the department to float any extra bond issues.

Henry T. Price, chairman of the commission. said he thought the cost of the improvements could come from the present construction fund of the turnpike and that if necessary, later on, short term notes could be sold.

According to Davidson, the over-all plan of improvements will be:

—Construct an extra lane on each side of the turnpike.

—CONVERT the interchanges on Delaware 896, near Newark, and Delaware 273, near Ogletown, each into four-lane highways.

—Construct another bridge over the turnpike on Delaware 896 and on Delaware 273.

—Remove signs and barriers farther from the pavement of the turnpike, in keeping with modern highway safety requirements.

Also at the meeting, highway commissioners discussed what were described as the increasing hazards on highways due to fruit and vegetable stands and barbeque businesses established by service clubs.

THE commission authorized Davidson to take steps to discourage the barbeque vendors from getting too close to the right-of-way of highways and also to discourage hazardous parking on highways in the vicinity of fruit-vegetable stands.

The commission approved the following promotions among state police personnel at Troop 1, Penny Hill, as recommended by Col. Charles G. Lamb, Superintendent:

—Eugene P. Furman of near New Castle, from trooper to corporal.

—Arthur J. McGee of near Wilmington, from trooper to corporal.

—James G. Szymanski of Gordon Heights, from trooper to corporal.

—Robert T. Wirt of near Wilmington, from trooper to corporal.

Morning News 9/5/68

CHARLES A. Rutter, manager of the Delaware Turnpike, reported that last month more than 1.4 million vehicles used the highway — the highest in the several year history of the turnpike and a 26 per cent increase over August of last year.

He also reported that the two service stations on the turnpike sold 1 million gallons of gasoline last month or 15 per cent more than in August of last year.

State highway commissioners yesterday said they will try to cooperate with legislators, provided they know just what legislators have in mind in the way of highways.

They authorized Ernest A. Davidson, director of highway department operations, to contact Rep. Jacob W. Zimmerman, D-Dover, about a bill he sponsored for a feasibility study of "a north-south, east-west toll highway network through the state of Delaware."

The bill carried an appropriation of $25,000 which in itself, according to highway department officials, might not be enough for a study of such a vast magnitude.

"When we learn just what Rep. Zimmerman has in mind," Davidson said, "we will then proceed to try to follow the directive of the General Assembly."

Last September Zimmerman proposed a north-south toll road from Wilmington to Delmar to take care of "corridor" traffic through Delaware.

Such a road, 95 miles long, would cost around $142 million based on 1967-68 construction costs, according to highway department estimates.

However, when Zimmerman presented his bill he included a toll network in all directions.

Where the bottlenecks are

There is some highly indigestible food for thought in a new 162-page book entitled "State of Delaware Traffic Summary."

Regardless of how indigestible it may seem, every Delaware citizen should know about it and demand to know what the politicians plan to do about it.

The book is indigestible mainly because 99 per cent of it is statistics presented in tabular form—hardly the kind of light reading that a citizen keeps on his bedside table.

But it is important to everybody in Delaware because it tells exactly where Delaware's traffic problems are, how much they have increased in recent years and (by implication) where new roads will have to be built to prevent congestion from turning into congealment.

Nobody likes to pay the taxes that are necessary to pay for the federal share of new roads, and nobody likes to see the state government plunge deeper and deeper into debt to finance its share in the traditional way, through 20-year bond issues. But the traffic is here—an anticipated total of 281,000 motor vehicles registered in Delaware by the end of this year—and there can be no turning the clock back to the days when two-lane roads were adequate.

Here is a sample of what the book tells about traffic growth: In 1950, the permanent traffic-counter on Concord Pike north of Talleyville tallied an average of 6,626 vehicles per day. Last year it counted 21,789 per day, more than three times as many. In 1950 the counter on Kirkwood Highway east of Newark recorded 4,335 cars and trucks per day, on what was then a two-lane road. Last year, with the road widened to four lanes, the daily average at the same point was 20,955.

In 1955 an automatic counter was installed on U.S. 40 west of Bear. It tallied 19,973 per day. The total rose to 25,522 the year before the parallel John F. Kennedy Memorial Highway was opened, then dropped to 13,973. Now it is on the way up again, and before long U.S. 40 may be carrying as much traffic as it did before the turnpike opened to relieve it.

Remember how intolerable the traffic conditions became between Newport and Stanton before the widening of Delaware 4 was finally started last winter? The old two-lane road was carrying 14,500 vehicles per day.

Well, there are two-lane sections of Delaware 141 carrying much more than that, with no widening project in sight for most of them. Here are the data for 1967 daily average traffic on various sections of 141:

U.S. 13 to turnpike	19,700
Turnpike to Market St., Newport	22,000
Market to Justis St., Newport	20,400
Justis St. to Centerville Rd.	17,800
Newport-Gap to Boxwood Rd.	11,500
Boxwood Rd. to Old Capitol Trail	14,200
Old Capitol Trail to Prices Corner	11,800
Prices Corner to Faulkland Rd.	21,800
Faulkland Road to Lancaster Pike	17,700
Lancaster Pk. to Barley Mill Rd.	19,000
Barley Mill Rd. to Kennett Pike	19,300
Kennett Pike to Exp. Station gate	16,700
Exp. Station to Alapocas Rd.	17,800
Alapocas to Rockland Rd.	18,700
Rockland Rd. to Concord Pike	17,600

Something will be done about such bottlenecks only if the public becomes irritated enough to demand that it be done. This election year is a good time to start.

First State's First Case?

Charles A. Rutter, manager of the Delaware Turnpike, probably was the first Delawarean to run afoul of the Hong Kong flu.

When anyone asks him if the flu is troubling him, Rutter replies cheerily, "Oh, I got it in Hong Kong!".

He's not just an idle place-dropper. He was one of the Delaware road and bridge officials who went on the famous convention trip to Australia last winter. On the way home, he visited Hong Kong and Japan.

Apparently he picked up the virus in Hong Kong, but was in Japan before it laid him low. A Japanese doctor had him back on his feet in a couple of days and he went on with his tour, not realizing what a valuable set of antibodies he had developed.

Wednesday
October 9, 1968

Man About Town

By Carl G. Smith

EVENING JOURNAL

You may find this hard to believe when you are driving out of Wilmington on the freeway and find yourself "merging" with a tractor-trailer at 60 mph under the Basin Road overpass, but it is true:

Delaware has the safest turnpike in the nation.

The good word came from the statistics division of the National Safety Council, which figures out the death rate, injury rate and accident rate for every toll road in the United States.

The 11-mile Delaware turnpike section of the John F. Kennedy Memorial Highway had 35 accidents in the first seven months of this year, compared to 41 in the same period last year.

To make valid comparisons, the safety council translates the actual number of crashes into an accident rate per 100 million vehicle miles. On that basis, the Delaware pike's score is 49.4—the lowest figure among the 28 reporting toll highways.

The average for all 28 turnpike systems was 125.9, which means the average turnpike has 2½ times as many accidents per 100 million miles as the Delaware pike does.

Runner-up was the Oklahoma system of four turnpikes reporting as a unit. Their 185 accidents averaged out to 58.6 per 100 million miles.

Third-best in accidents of all kinds was Kentucky's two-lane Mountain Parkway, but its death rate of 12.5 was by far the worst in the nation. When they hit something, those reckless mountain boys hit it hard.

Fourth-safest was the New Jersey Turnpike with 985 accidents but a rate of only 81.2 per 100 million miles. Nearly tied for fifth-safest were the New Hampshire Turnpike and the Maryland section of the JFK Highway, each with slightly over 82 accidents per 100 million miles.

At the other end of the scale, Florida's toll roads, other than the Sunshine State Parkway, chalked up 245 wrecks per 100 million miles. New York's Saw Mill and Hutchinson River Parkways averaged 241.6 and 237.5 respectively. West Virginia's two-lane turnpike ran fourth at 202.5.

If you are more interested in staying alive than in keeping your fenders unbent, you will be more worried about the death rate than the fender-bender rate.

Only six of the Delaware pike's 35 accidents resulted in anyone getting hurt, and there was only one death.

The resulting death rate was 1.4 per 100 million miles, the fourth-safest record among the 28 toll road systems.

At the time these figures were assembled, Maryland's section of the JFK Highway had a lower death rate than Delaware's, but the multi-vehicle crash that killed three persons last week has pushed it much higher.

The lowest death rate is 0.8 on the Garden State Parkway, followed by 1.0 in Maryland and 1.1 on the Richmond-Petersburg Turnpike.

There is hope for undercutting those contenders if some Delaware drivers will just stop creating dangerous situations by driving slowly in the passing lane, changing lanes without warning, and otherwise acting like rubes in a big city when they commute on the superhighway.

State police form division for turnpike

The state police have set up a new patrol division, assigned to the Delaware Turnpike and Interstate 95.

Eventually, this division will patrol Interstate 495 when it is constructed.

The present length of the new patrol is about 38 miles in one direction.

The headquarters of the division is in a trailer near the administration building of the turnpike and has a complement of 13 police, including Sgt. Albert J. Homiak, who is in charge.

He reports to Staff Capt. Edward H. Horney.

It was explained yesterday that this is in reality the beginning of a new state police troop but for the time being is being classed as a "division."

The state troopers keep an accurate account of the time they spend on the turnpike which is a toll facility and was not built with public funds.

The turnpike, financed by tolls, in turn reimburses the state according to the time spent by troopers on that highway.

However, the troopers are in complete state pay when they work on the interstate highways which must be maintained and policed by public funds.

Until the new division was established, the state police assigned to patrolling the turnpike and Interstate 95 came from Troop 2 on the Du Pont Highway.

10-10-68
Morning News

Tuesday
October 15, 1968

Man About Town

By Carl G. Smith

There are thousands of miles of "freeways" in this nation, and every mile of them is misnamed, says Charles A. Rutter, general manager of Delaware's turnpike.

"There is no such thing as a freeway," says Rutter. "Roads are paid for in one of two ways — either from tolls or from taxes. No motorist gets anything for nothing. Every highway he uses was paid for, one way or the other."

To impress this fact on the average motorist, Rutter has a suggestion:

Turnpikes should be called tollways (as Illinois does) and non-toll interstate highways should be called taxways.

That way, the motorist would continually be reminded of the fact that he is paying for the road.

Many roads might better be called bondways, because they were built with borrowed money. But bonds simply postpone the day when principal and interest must be paid with either toll or tax money.

If everybody adopted Rutter's suggestion, the State Highway Department would have to change its office at State Road from "freeway division" to "taxway division." The Freeway Inn at 4th and Van Buren Sts. would have to change its name to Taxway Inn. The kids at Mary C. I. Williams School would tell folks that their playground is under the taxway, and city planners would talk about urban renewal in the area bounded by Front, 9th, Washington and the taxway.

The trend might spread to other states, which have been using such euphemisms as Thomas E. Dewey Thruway, Atlantic City Expressway, Garden State Parkway and Chicago Skyway (all toll roads).

The Schuylkill Expressway (also known locally as the Sure-Kill Crawlway) would have to become a taxway. The Baltimore Beltway and Capital Beltway may become special taxways dedicated to those who feel the tax collector strikes below the belt.

In Canada there are special problems. Quebec's code word for a toll highway is "autoroute," which may give the false impression that the non-toll roads aren't fit for autos, but which has the advantage of being equally understandable in French and English.

In Ontario, anybody who tries to pin the label of "taxway" on the Queen Elizabeth Way had better be smiling when he says it. They take the queen seriously there.

But here at home, if you should happen to meet Rutter in the Hot Shoppe restaurant along Delaware's tollway, and you tell him you are going back to Wilmington, don't be surprised if his farewell advice is, "Drive carefully on the taxway!"

Wednesday
October 16, 1968

Man About Town

By Carl G. Smith

Meeting Place

What's the most popular building in Delaware?

It might be the Delaware Park grandstand and clubhouse, which has chalked up attendance figures such as 17,437 one Saturday last summer. But the track is open only 61 days a year, and never on Sundays.

Among the buildings that are open all year around, it's a good bet that more people visit the Hot Shoppe restaurant on the John F. Kennedy Memorial Highway than any other single building in Delaware.

According to the Philadelphia area manager of the restaurant chain—whose name, believe it or not, is Ben Franklin—the restaurant serves 15,000 people on a typical busy day. And that doesn't include the ones who drop in just to use the restrooms, without buying anything at the cafeteria, dining room, or snack bar.

Very few of the restaurant's customers are Delawareans. Most of the cars in the parking lot are from New York, New Jersey, Maryland and Virginia, with a sprinkling of the other 45 states.

At certain times of the year, however, the restaurant does become a popular gathering place for Delawareans. Franklin explains it this way:

A student who lives near Wilmington and attends a college in the South will get a ride home for the Thanksgiving or Christmas vacation with a fellow-student who lives still farther north, maybe in New York. The driver pulls off the turnpike long enough to unload the Delawarean and his baggage in the turnpike restaurant, then drives on. The Delawarean telephones his family to come and get him. When the holiday is over, the family brings the student back to the turnpike restaurant where his northern driver picks him up for the return to school.

It works equally well in reverse, with students at New England colleges getting rides from southern classmates.

Meanwhile, many other customers don't even know they are in Delaware, although they had sped past signs pointing out the fact.

Since most of the visitors will not get out of their cars anywhere else in Delaware, the restaurant serves as a sort of "window" on the Diamond State—the only impression they are likely to receive aside from the toll plazas where they enter and leave the state.

For those who pause in the lobby and glance upward, there are a half-dozen large, illuminated color photos of Delaware scenes, including Rehoboth Beach in summer and a Cape May-Lewes ferry in the bay to help attract them to stay a while in Delaware. But many are in too big a hurry.

There is also a display of free turnpike folders containing a large-scale map of Interstate 95 and a detailed map of the Wilmington-Newark area around the turnpike. Circulation of the folder has reached 65,000 and a new edition is being planned to show the extension of I-95 northward to Pennsylvania.

But there will always be the guy who asks, "Dela-where?"

Thursday
October 17, 1968

Man About Town

By Carl G. Smith

Spilling the Beans

The subject was coffee breaks, and the ad agency had gone to the trouble of printing a letterhead in coffee-colored ink.

Coffee breaks, it seems, have gotten out of hand, and are being replaced by the office coffee pot. (What's new about that? It happened here in the News-Journal Building years ago.)

"The average office worker spends anywhere from three to five weeks a year in the drugstore or coffee shop," says the release. "In an office with nine or ten workers, this means it is necessary to hire another person to make up for the lost time."

In places where the office coffee pot has been installed, the blurb goes on, "employes have come to prefer drinking coffee at their desks rather than fight the crowds outside. There's no tipping and they can have it as often as they wish.

"Bosses like the coffee pot too, and not just because it promotes efficiency among the hired hands. They have become accustomed to offering coffee to business visitors. The British have their 'elevenses' and offering tea to visitors is considered an essential part of business. Our growing custom of serving coffee in the office seems to take the hard edge off of business relationships."

This information was sponsored by a company that sells paper cups, so it didn't go any deeper into the phenomenon of office eating. It missed another fertile field for social research — the office refrigerator.

Many an office with 30 or more employes has a refrigerator which has several uses:

- Those who carry their lunches from home can keep perishable food fresh until noon.
- Those who turn from coffee in the morning to a soft drink in the afternoon can keep cold six-packs or even cases of soft drink instead of buying it from a vending machine at 15 cents a bottle.
- Those who buy groceries at the King Street curb market during the lunch hour can store their purchases in the cooler until quitting time.

The employes' lunchroom in the Delaware Turnpike Administration Building goes another step farther. It has not only a refrigerator but a full-sized kitchen range with oven. The kitchen saves many a trip of several miles to the nearest restaurant.

The County Park and Recreation Department kept the kitchen intact when it moved into the old mansion at Banning Park, and can serve coffee to guests around the kitchen table.

If the trend continues, the day will come when every office has its own kitchen and dining room. Low-ranking employes will be listed on a K.P. roster.

EVENING JOURNAL

Friday
October 25, 1968

Man About Town

By Carl G. Smith

A couple of weeks ago, Charles A. Rutter sat back and philosophized at his desk in the turnpike administration building near the Delaware-Maryland state line.

As manager of Delaware's 11-mile section of the John F. Kennedy Memorial Highway, he was grateful for the Oct. 9 column which pointed out that his road had the lowest accident rate and the fourth-lowest death rate among the 28 toll road systems in the United States. But he would never have volunteered that information to the press, for fear that some horrible accident would destroy the excellent record before it could be published. The data came from the National Safety Council.

"All it takes is a few seconds to change a good record into a bad one," said Rutter, gesturing through his picture window at the foggy toll plaza. Most drivers were using their headlights at noon.

Sure enough, a few nights later those few seconds came along. Suddenly, instead of one death this year, the Delaware toll road had three. Instead of a fatality rate of 1.2 per 100 million miles at the end of August, it probably has a rate of about 2.9 as the end of October approaches.

There was no consolation in the fact that the fog season had hit the Maryland section of the JFK Highway harder than the Delaware section, or in the fact that despite the two-death crash Delaware's toll road still has a very low rate for accidents of all kinds, including minor ones.

But yesterday some figures came along that should be consoling both to the manager and the users of the superhighway.

The figures are in a forbidding-looking document called, "Improvements Needed on Delaware Tertiary Highways Based on 1967 Sufficiency Ratings."

(A tertiary highway is the next step below a secondary highway. Federal money can be used to improve primary and secondary roads, but not for tertiary roads. Delaware has 2,239 miles of tertiary roads compared to 1,475 miles of secondary, 603 miles of primary and 21 miles of interstate highway.)

Before launching into its detailed analysis of the sufficiency of each back road, the document says, "More than half of the hard-surfaced tertiary roads have pavement widths of 18 feet or less. In view of the many sharp curves, poor grades, restricted sight distances, lack of adequate passing opportunities, and narrow bridges, it is not surprising that this system has the highest accident rate."

To get down to the nitty-gritty, the personal injury rate is 63.4 per 100 million vehicle miles on interstate highways, 112.9 on primary roads, 137 on the secondary system and a whopping 602 on tertiary roads.

So cheer up, Mr. Rutter. Motorists are nearly 10 times as safe on Interstate 95 as they would be if they drove the same distance on a tertiary road such as Brecks Lane.

Twin Span, Turnpike Traffic Up

Traffic on the Delaware Memorial Bridge and the Delaware Turnpike was up for the Thanksgiving holiday weekend over last year, figures show.

Bridge traffic for the period from 7 p.m. Wednesday to 11 last night totaled 288,473 crossings, as compared to 273,670 crossings for the same period last year. Theodore C. Bright, general manager, said this year's figures are tentative, pending a final audit. He said yesterday's traffic was the heaviest, with unofficial crossings numbering 71,573.

The Delaware Turnpike section of the John F. Kennedy Memorial Highway had 256,204 vehicles for the five-day period Wednesday through yesterday. This was 45,420 more than the 210,784 total for the same five days in 1967. Charles A. Rutter, general manager, said the official five-day figures are: Wednesday, 61,952; Thursday, 44,708; Friday, 41,329; Saturday, 44,018 and yesterday, 63,697.

Evening Journal 11-1-68

Wise Decisions Pay Off

TODAY IS a red-letter day in the 18-year-long process of constructing Interstate 95 from Maine to Florida.

Today Delaware becomes the third state to open its entire share of the new Main Street of the East Coast.

True, Delaware's 23 miles are not much more than one per cent of the 1,879-mile route, but those miles are strategically located in the middle of Megalopolis.

Delaware's performance looks good in comparison to what its neighbors have done. Completion figures from the U.S. Department of Transportation tell the story.

Maine is using 276 out of 312 miles.
New Hampshire, 14 out of 16.
Massachusetts, 56 out of 79.
Rhode Island, 35 out of 43.
Connecticut, 112 out of 112.
New York, 23 out of 23.
New Jersey, 40 out of 74.
Pennsylvania, 18 out of 52.
Maryland, 49 out of 88.
D.C., 2 out of 9.
Virginia, 170 out of 180.
North Carolina, 116 out of 182.
South Carolina, 7 out of 198.
Georgia, zero out of 111.
Florida, 228 out of 377.

Delaware can attribute its early completion of I-95 to two major decisions — to build 11 miles from Newport to the Maryland line as a toll road, and to finance and build the remainder as a unit rather than in year-by-year chunks.

Now that Delaware has proven to itself that the all-at-once method of roadbuilding works quickly and efficiently, while other methods do not seem to be working at all, the state should apply the lesson it has learned. Delaware 141 and I-495 should be prime candidates for the new approach.

I-95 Opens Here: When Will All of It?

Today Delaware becomes the third state to open its entire share of Interstate 95 to traffic. How are the other 12 states and the District of Columbia doing? Here is a progress report on the entire 1,879-mile "Main Street of the East Coast."

By Carl G. Smith
Associate Editor

In effect the starting point of Interstate 95 is the customs and immigration barrier between Houlton, Maine, and Woodstock, N.B., about eight miles from the Trans Canada Highway.

The other end will be at Dixie Highway and S.W. 22d St. in Miami, unless Florida succeeds in persuading the U.S. Department of Transportation to extend the route 20 miles through Coral Gables and other southern suburbs of Miami.

From the evergreen woods in the North to the subtropical Everglades in the South — that's the extent of the 1,879-mile superhighway that serves all of the original 13 states plus Maine and Florida.

Delaware's 23-mile segment begins 712 miles south of the New Brunswick border and ends 1,144 miles north of the terminus in Miami. But don't count on making the entire trip in either direction on I-95 until the entire 41,000-mile interstate system is finished. The target date for that is 1975.

Here is a rundown on the present condition of I-95, using data from the Bureau of Public Roads in Washington and from some of the state highway departments:

MAINE: One-sixth of the total length of I-95 is in the Pine Tree State, which speeded up the construction by building the Maine Turnpike as a toll road from the New Hampshire line to Augusta, 109 miles north. Half of the turnpike is now I-95. As another shortcut, Maine has built only two lanes of I-95 in the desolate woods between Old Town and Howland — a 105-mile stretch that shows up in the "open to traffic" category but not in the "completed" category.

Guy E. Nicholas, director of special services for the State Highway Commission in Augusta, reports:

"The total length of I-95 in Maine, not counting loops and spurs, is 298 miles. At this time 272 miles are in use. Mileage when complete for I-195, I-295 and I-395 will be 14 miles. Sections completed total 5.6 miles.

"The only construction on I-95 at present is a bridge between Maine and New Hampshire. Yet to start are 26 miles of complete highway and 105 miles of additional two lanes.

"Ultimately I-95 will be 291 miles of four-lane and seven miles of six-lane roadway. Freeway will total 240 miles and the toll section 58 miles. Passenger-car toll is $1.25.

"The total estimated cost of completed sections of mainline I-95, both free and toll, is $222.5 million. Future sections will cost an estimated $122.1 million."

NEW HAMPSHIRE: Most motorists think the New Hampshire Turnpike made the Granite State the first to complete its share of I-95, but the northernmost two miles of the turnpike, in Portsmouth, are not the ultimate route of I-95.

Passenger car toll for the 16 miles in New Hampshire is 25 cents.

Massachusetts: Coming into the Bay State from New Hampshire the motorist encounters 20 miles that show on maps as I-95, but the whole distance remains to be rebuilt to meet interstate standards. The first 3.4 miles are under construction but in use. The next 16.9 miles are to be rebuilt in 1972-73.

N.Y. State Dept. of Transportation Photo

Across the Harlem River in New York City the Cross-Bronx Expressway (center rear) and its interchange link with the Major Deegan Expressway (left to right on far bank). Coming from the Cross Bronx is the Alexander Hamilton Bridge which carries I-95 to its depressed area under the Port Authority and apartment houses in Manhattan.

In Danvers, Peabody and Lynn, the motorist uses the old U.S. 1 pending the completion of 10.8 miles which are being designed. In Saugus, 2.3 miles are under construction for completion in 1972.

In Revere, Chelsea and upper Boston, 8.5 miles are open to traffic including a toll bridge over the Mystic River. From a point near Dorchester and Southampton Sts. in Boston, there is a 10-mile gap in I-95 to be built in 1971-72, but the motorist hardly misses it. The gap can be crossed without getting off limited-access freeways by using the Cape Cod route (Mass. 3) and the Circumferential Highway around Boston (Mass. 128).

From the interchange with Mass. 128 in Canton, I-95 is completed for 26.7 miles to the Rhode Island line.

Completed portions in Massachusetts have cost $65 million. The 5.7 miles under construction will cost $16.1 million, and the work that is not yet started is expected to cost $204 million.

Rhode Island: The costliest part of the job, through metropolitan Providence, is finished, including a major downtown interchange with I-195 which leads eastward to Fall River, Mass. The eight-mile gap is in flat, rural countryside southwest of Providence, where traffic moves fairly freely except for a slight bottleneck in a town aptly named Nooseneck.

Connecticut: By building the Connecticut Turnpike with bond money, the Nutmeg State acquired an urban superhighway early in the interstate construction program and was the first to finish I-95. With six lanes through Bridgeport and New Haven, and four lanes elsewhere, the turnpike serves as I-95 from the New York border to a point near New London, and then veers north to provide a second major entrance to Rhode Island.

Toll on the entire turnpike is $2.10, but only $1.35 is collected at barriers on the I-95 section. The eastern 22 miles are free.

New York: Although the Empire State is listed as the second to open all of I-95 to traffic, it is also listed as having a mile under preliminary engineering. This involves a new $70-million interchange. Neal R. Rew, associate public information specialist in the State Department of Transportation, explains:

"While our mileage allocation is not long, it represents quite extensive and complex construction. A brief rundown:

"The New England Thruway (toll, 25 cents) through Westchester County and the northeastern Bronx is part of the Gov. Thomas E. Dewey Thruway (formerly New York State Thruway). It is 15 miles long.

"The $94.4-million Cross-Bronx Expressway (five miles, free). This six-lane highway is generally depressed, but surfaces in eastern Bronx. The $7-million, eight-lane Alexander Hamilton Bridge carries I-95 over the Harlem River from the Bronx into Manhattan.

"Across the narrow upper neck of Manhattan, I-95 is a multi-lane (eight and more) facility on a depressed level, surmounted by the Port Authority bus terminal and four high-rise apartment houses which use air space above it."

The Port of New York Authority operates the George Washington Bridge, built in 1931 and double-decked in the 1960s. This link between New York and New Jersey has the most lanes of any segment of I-95 — a mere 16.

New Jersey: From the G. W. Bridge, I-95 will go to the northern end of the New Jersey Turnpike, part of which is now being widened to 14 lanes. It will follow the turnpike south to exit 11 at Woodbridge, then veer westward on an alignment that has not been started yet.

A crossing of the Delaware River nine miles upstream from Trenton has been completed, but neither state has tied this in with other parts of I-95. Priority is being given to I-295, which will serve a more built-up area than I-95 in southern New Jersey leading to the Delaware Memorial Bridge.

Pennsylvania: From the turnpike into Northeast Philadelphia the road is finished, providing a link with the Tacony-Palmyra drawbridge. But the Delaware Expressway along Philadelphia's waterfront, and across the International Airport and the Navy Yard, may well be the last section of I95 to be built.

From Chester to the Delaware line the road is nearly finished.

Delaware: The 11-mile toll section, from Newport to the Maryland line, will soon be widened to six lanes. The last of the 12-mile freeway section, mostly four lanes, opens today.

Maryland: Most of the 49 completed miles are the John F. Kennedy Memorial Highway, four-lane, 90-cent toll road. Motorists going past Baltimore use the 60-cent toll Harbor Tunnel, which is not part of the interstate system, or go about 10 miles farther around the free, six-lane beltway (I-695).

A new six-lane I-95 will supplement the badly overcrowded four-lane Baltimore-Washington Parkway, but the start of bridge construction has been delayed by the freeze on federal road funds. Within Baltimore, the east-west cross-town freeway has been delayed by controversies over route and design.

District of Columbia: With the entire freeway program in the district stalled by design controversies, and with Congress trying futilely to order a resumption, the nation's capital has finished only the twin bridges over the Potomac River and a mile across an urban renewal area in Southwest Washington. But Maryland and Virginia have finished the Capital Beltway (I-495) and the district has finished the Anacostia Freeway (I-295) so no motorist needs to get into Washington's maddening street pattern unless he wants to.

Virginia: Converting the World War II Shirley Highway into a six-lane modern highway, and slicing through its capital bottleneck with the 95-cent-toll Richmond-Petersburg Turnpike has managed to finish all its share except for a 10-mile gap in the extreme south; this is being delayed by the federal freeze on funds.

The Carolinas: Other freeways are more important for local traffic than I-95 in both the Carolinas, neither of which has ever gone into the toll road business to speed up construction. North Carolina is two-thirds finished with I-95, mainly because it felt the need to serve the congested Fayetteville-Ft. Bragg area, but is building nothing now. South Carolina finished I-85 across its Piedmont region and I-26 from Charleston through Columbia to Greenville, and now has hardly anything left to do but I-95. Three-fourths of its mileage is under construction, much of it nearly finished, but hardly any is in use.

Georgia: I-95 had the misfortune to bypass the urban Atlanta area, so it is running last, but T. R. Ledford, chief of public information in the State Highway Department, says:

"Completion of more and more of I-95 in Florida and up the eastern seaboard has caused traffic volumes on U.S. 17 and 301 to increase materially, and our emphasis to swing to I-95 to a degree that it will probably be complete throughout before some of the other routes that stand higher in percentage complete at the moment."

Florida: In the Sunshine State, I-95 does serve the major urban areas of the East Coast, so it has received priority. It is finished in urban Jacksonville and nearly done in Miami, but there are major gaps between Daytona Beach and Cape Kennedy, and from Melbourne to Fort Pierce, where the toll turnpike takes over.

Staff Photo by Donaghey Brown

A Birthday Memorial

The fifth anniversary of the John F. Kennedy Memorial Highway's opening is commemorated by these wreaths, placed at the monument where the late President John F. Kennedy dedicated the road on Nov. 14, 1963. Standing with sun to his back, hat in hand after placing the wreaths is Charles A. Rutter, general manager of the Delaware Turnpike Section of the highway.

Morning News
11/15/68

Staff Photo by Donaghey Brown

A living memorial

Charles A. Rutter, general manager of the Delaware Turnpike Section of the John F. Kennedy Memorial Highway, yesterday commemorated the tollway's fifth anniversary by placing a wreath at the monument where the late President dedicated the road. The annual event observes the day President Kennedy was here at the dedication ceremonies—Nov. 14, 1963—rather than the date of his assassination, Nov. 22.

The Delmarva Gardener

By side of pike lies isle of repose

By J. DONALD BRANDT
Morning News
Garden Columnist

Turnpikes are for hurrying.

In a state as small as Delaware, a turnpike is almost a walled corridor through which interstate travelers can rush without contact with the local residents and with little or no intrusion on the natives.

J. Donald Brandt

Occasionally, such a situation can work to the natives' disadvantage. The Delaware Turnpike section of the John F. Kennedy Memorial Highway is a case in point. On it is an area that has drawn exclamations of surprise and delight from tourists yet one that has gone unnoticed by most Delawareans.

It is at the turnpike restaurant, hardly more than a 10-minute drive from Wilmington. The handsome stone, wood and glass structure stands on a landscaped island of calm in that rushing stream of travel.

The landscaping is the work of Edward Bachtle, Wilmington landscape architect. Attesting to the effectiveness is a 30-by 40-inch diagram on a wall of the restaurant lobby.

It is a scale drawing of the garden with numbers representing the plants. A legend lists each numbered plant by its botanic and common names.

Restaurant employes report that they refer a stream of questioning travelers to the diagram to identify the individual plants that have caught their fancies.

Enormous rocks from Chadds Ford, Pa., slate from Bangor, Pa., round brown pebbles and a variety of plants blend to make up the gardens.

Staff Photo by Nelson Brooks

ISLAND OF CALM—Cars and the tension of haste fade into the background when travelers encounter this serene planting at Delaware's turnpike restaurant. Travelers pause to admire shape of 60-year-old thread-leaf Japanese maple, center. Elsewhere, the restaurant's belt of plants includes pyracanthas, azaleas, crimson pygmy barberry, andromeda, willow oaks, Japanese holly and cotoneaster salicifolia herbsfeuer.

The slate-edged beds are sharply defined to complement the building's angular personality. Mass plantings contrast with the interesting use of specimen plants in the design.

Most impressive to this viewer were a beautifully twisted thread-leaf Japanese maple, which Bachtle estimates it at least 60 years old, and a flowering crabapple tree.

The crabapple is not of the shape most gardeners would choose at a nursery. But Bachtle deliberately chose this misshapen tree because of the site it was to occupy. The day it was planted it must have looked as if it had been shaped by the southwest wind before which it must grow.

Turnpike users are urged constantly by safety experts to stop for a break to lessen the dangers of tense high-speed travel. At this stop, at least, many were seen striding quickly from their cars only to slow their pace at the discovery of an area of serenity amid all that bustle.

It is a boon for cross-Delaware travelers and it can be the same to Delawareans who choose not to surrender it by default.

There is an added advantage. Bachtle concedes that many gardeners cannot afford to hire a landscape architect for home projects. But the imaginative plagiarist can spend a profitable visit getting ideas from Bachtle's use of his materials.

If imitation is the sincerest form of flattery, he should be pleased. His design encourages imitation. And the fee is no more than the tolls necessary to reach the area from some directions.

* * *

The area's well-known gardens are offering a blaze of colors for the coming week. You will find:

Longwood Gardens — Rock Garden plants, iris, peonies, azaleas, rhododendrons, foxgloves, Canterbury bells, Hugonis roses, Japanese dogwoods and princess trees. Lilacs, dogwoods and wisterias will continue to bloom, weather permitting.

Winterthur—Azaleas and rhododendrons are the stars, complemented by lilacs, spireas, deutzia, weigelas, peonies, buckeyes, iris and wild flowers.

Man held on turnpike toll charge

A Salem, N.J., man was arrested early yesterday on a charge of using slugs in a toll machine on Interstate 95.

Trooper Charles R. Burris Jr. and Glenn L. Busker, attached to the turnpike unit, have been conducting a special campaign because of increase in motorists' use of fraudulent coins, such as washers and other slugs, in the coin machines.

Shortly after 2 a.m. they arrested Charles Hughes, 40, of Union St., Salem, on the Delaware 896 up-ramp to the turnpike. He was arraigned in Magistrate Court 10, Milltown Road, and provided $100 bail for release pending a hearing in New Castle County Common Pleas Court.

Police pointed out that the use of slugs, washers and items other than the proper coins frequently jam the machines entirely or cause them to malfunction.

The same troopers also are probing a grand larceny which occurred early Monday at the Delaware Turnpike Esso Station.

A thief, apparently taking advantage of station employes, including the night manager, who were engaged outside with customers, stole $633.

Police said the thief went to the manager's office and found the door unlocked. He took the currency and a cash box of coins from a safe.

Turnpike fee proves high

It cost a Salem, N.J., man $24.60 yesterday to ride the Delaware Turnpike last Nov. 26.

Charles William Hughes, 41, pleaded guilty yesterday in New Castle County Court of Common Pleas to tossing a metal washer into the toll receptacle on the Delaware 896 exit ramp.

He had failed to show up for his trial Feb. 25 and was picked up Monday night and held for trial. He said he had been in Bridgeton, N.J., Hospital Feb. 25.

Fining him $10 plus costs, Judge Robert H. Wahl said, "That was an expensive way to get off the turnpike." The costs were high because of the capias.

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Evening Journal, Wilmington, Del. * * * Thursday, March 6, 1969 45

EVENING JOURNAL

Business

On Margin

On Superhighway Super Holdup

By JIM PARKS

Since the purpose of a superhighway is to speed travelers on their journey it would seem the purpose of a service station on the road is to contribute to that goal.

After a personal experience on the Delaware turnpike section of the John F. Kennedy Memorial Highway last week, we have our doubts whether this has filtered down to the rank and file.

It's always hard to see an isolated experience in perspective and, before relating what happened, let's make it clear we have no evidence this is part of a pattern. But, if there's any chance it is, it's a pattern that would stand correction.

Let's also make clear that the incident in question is contrary to past experience. Fortunately our contact with turnpike service centers has been limited largely to doing what the sign says — seeking food or fuel or both. The one big exception to this was a breakdown late one night several years ago on the Pennsylvania Turnpike. At that time, it seemed as if the entire Pennsylvania State Police — one representative of which first spotted our predicament — and the night crew at the station near Harrisburg was devoted to solving our problem and getting us back on the road.

With those necessary preliminaries in mind, here is the diary of a traveler trying to make an appointment in Washington.

- 6:55 a.m. Gasoline gauge shows fuel getting low — time for a refill. Man at the pump at the Texaco station wipes the windshield and points out our wiper blade is about shot. We agree and tell him to replace it. He informs us that's done at the garage, not the pump.
- 7 a.m. Man at the garage advises us he has no blade to fit our car. "Esso carries parts for foreign cars," he informs us glancing at the Opel we're driving. By this time, incidentally, he's removed the old blade and it's in a condition that defies being put back.
- 7:03 a.m. Man at the Esso pump informs us that station also conducts such business at the service garage.
- 7:05 a.m. Man at the garage informs us the fellow in charge of windshield wiper blades will be back in a moment.
- 7:05-7:20 a.m. Wait for the windshield wiper man to return. The station crew evidently is changing and attendants are sitting around counting their receipts and sipping coffee. There are about a dozen of them in the building. None speaks to us.
- 7:20 a.m. One of them informs us in response to a direct inquiry that the windshield wiper man is " out back fixing a tank." We could believe a car, truck or bus — but a tank? We figure it's a tank of something.
- 7:25 a.m. One of the attendants finally identifies a chap as the man we have to see. We approach cautiously. "You the man who can sell me a wiper blade?" "That's right," he replies and, without further conversation, leaves in the direction of the service bays.
- 7:35 a.m. We decide to follow him. By this time, we've been joined by a man from Newark, N.J., who wants to get a tire replaced. He may still be there.
- 7:37 a.m. Windshield wiper man informs us that, contrary to the advice the Texaco man had given, he doesn't have a blade our size.

Bladeless and with nary a "happy motoring" to send us off, we depart the Delaware service station.

There's a happy ending:

- 8:15 a.m. We pull up to the garage at the Maryland Esso station — the only other facility between Wilmington and Baltimore. No preliminary stop at the pump and a direct approach this time to the service man.
- 8:18 a.m. New wiper blades in place, we're on our way to Washington — a half hour behind schedule.

Hart meets with trustee on pike tolls

Sen. William F. Hart, R-Chestnut Hill said yesterday he is making progress toward lifting all ramp tolls on the Delaware Turnpike.

Yesterday he met with officials of the Bank of Delaware, trustee for the bondholders of the turnpike bond issue. They discussed steps toward changing the trustee agreement under which the State Highway Department sold the original $11 million worth of revenue bonds for building the turnpike.

Hart, chairman of the committee on highways and safety, said he felt considerable progress was made.

F. L. Peter Stone, legal representative of Gov. Russell W. Peterson; Kenneth W. Lewis, personal attorney for Hart, and Henry N. Herndon Jr., attorney for the bank, attended the meeting.

For the past two years, Hart and Sen. Everette Hale, R-Newark, have been trying to get the highway commission to lift or modify the ramp tolls.

Their arguments, in general, are that only people who use the entire stretch of turnpike should have to pay tolls.

They also argue that more local traffic on the turnpike would decrease congestion on the Kirkwood Highway.

The highway commission, upon the advice of Alexis I. du Pont Bayard, attorney for the turnpike division of the Highway Department, has refused.

Bayard's position is that tolls cannot be lowered or eliminated by the highway commission under the terms of the trust agreement.

3-15-69

Ramp-Toll Foe Sees Progress

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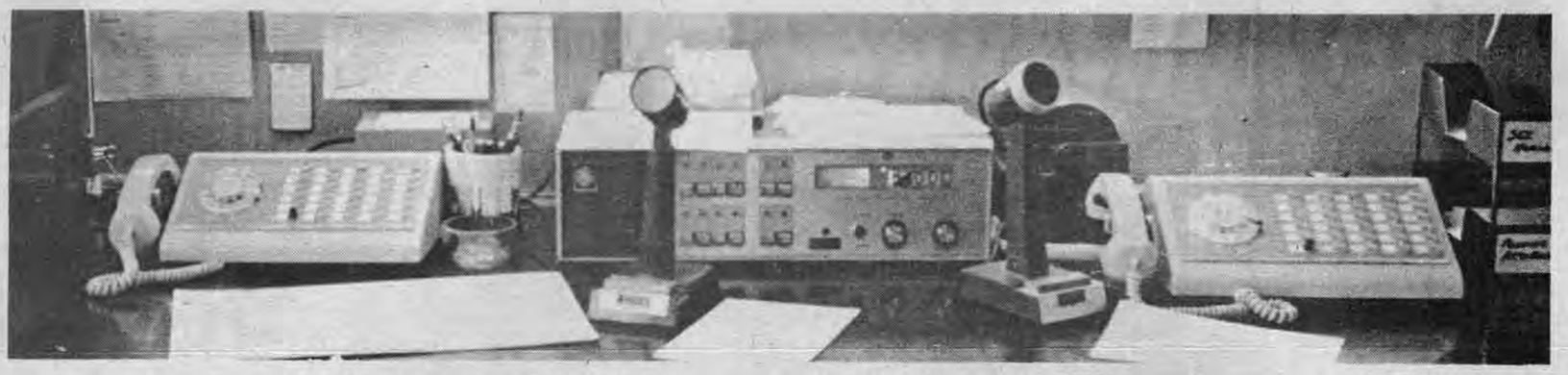
Newark Weekly



Twin call directors capable of handling 30 calls apiece if needed wait at the Delaware State Police communications trailer near the I-95 turnpike administration building, home of the controversial emergency call number 738-3111. (Photo by Frear)

Good To Know It's There

Trailer By The Turnpike

by Paul McKnight

"We don't want to be in competition with any police agency, there's plenty of business to go around" said Sgt. Albert Homiak who commands the new state police communication center behind the ultra modern John F. Kennedy Turnpike administration building. His command is located, temporarily, in a well appointed trailer equipped with a battery of telephone apparatus and short wave radio gear.

Since it became known, publicly, that his fourteen men would take on the job of patrolling the 50 mile round trip turnpike and freeway beat and operate a single-number emergency call number system for New Castle County, sharp critical jabs have been thrown at him, the state police, and his boss, Colonel Charles G. Lamb.

The single number service has been called "a trick on the public," an attempt to "cut us (county police) off at the pass" and other assorted products of wounded pride.

"They think we want to run the whole show," another trooper said. "Nothing could be further from the truth. We want only to be so well organized we can make getting help fast easier than ever before."

The announcement took on the flavorings of a military coupe in county circles. Radio, newspaper and even local television carried warnings of uncooperation, pleads to the governor, claims and counter-claims of authority to police and protect a territory which to date has not been made the sole jurisdiction of either state or county police.

The new number has drawn to the surface a battle state police officials have been trying to settle peacefully behind the scenes for months. County officials have made it a matter of public record that they, and only they, intend to administer any set-up like this in New Castle County.

The state police have been given an executive order, a gubernatorial directive to set into motion a one number system. They have done exactly that and the battle rages on.

Comfortable, carpeted wall to wall, the trailer inside is as cleanly efficient as a business office. An array of telephone and short wave radio equipment is consoled and shelved out of the way, with two mikes and telephone call directors within immediate reach of the operators on duty. Two men stand 24 hour duty with a back-up man sitting in an adjoining office.

Direct lines connect incoming calls to all state police troops in the county and the Newark Police Department. These are the hotlines. A press of a button on the call director puts the incoming call in direct and immediate touch with the best unit available to the caller. If necessary, the

(Continued to Page 13-A)

Fully operative, the communications center has already handled hundreds of calls, not all of them emergency in nature. The teletype console on the right connects the center with virtually every police unit in the state including motor vehicle records in Dover. Three men are on duty at all times out of the fourteen assigned to man the communications center and to patrol the Kennedy Turnpike and freeway. (Photo by Frear)

Trailer—

(Continued from Page 1-A)

troopers on duty can order any state police patrol car to any point in the county from their place at the desk while the caller is still on the line.

The same direct communications was used this weekend to ask all state police troops if they had information pertaining to a missing person, sought by a caller trying to locate the individual. Within minutes the answer was available, without dialing a single number.

"We are a complete emergency service," Sgt. Homiak said. The 15 year veteran of the state police stressed, "People can need help for any number of reasons: a motorist with a flat, a mother needing medicine trying to find an all night drug store, someone from out of state, or even from the state, lost in an unfamiliar area. Our capacity to handle these situations will increase every day."

In about two years the Kennedy Turnpike will be widened to better handle increasing traffic demands. When it is, the unofficial word has it that Sgt. Homiak's communications center will have a new, indoor home, graced perhaps with a more conventional flagstone and white gravel entrance, typical of other turnpike architectual styling.

Until then, in the brightly lit and crisply efficient "trailer by the turnpike" 738-3111 has become a very popular number, and business is getting better every day.

Police nerve center

Turnpike trailer's hot lines crackle

By JON T. SENDERLING

There were about 50 washers and one Nixon-Agnew button in the small box across from Sgt. Albert J. Homiak's desk.

"That's nothing," Homiak said. "We get caps from beer bottles and all kinds of things. The coin machines at the toll booths are definitely one of our biggest problems.

"A lot of people give it one of these and then drive through," he said, motioning with his empty right hand. It looked like Bob Cousy in his prime faking a bounce pass to Tommy Heinsohn charging down the lane.

Worrying about drivers trying to beat tolls along the John F. Kennedy Memorial Highway is just one of Sgt. Homiak's responsibilities as commander of Delaware State Police Troop 8, which opened in October.

HOMIAK'S office is in one end of a 35-foot-long house trailer behind the turnpike administration building, about a mile and a half northeast of the Delaware-Maryland line.

From the outside, the trailer is singularly unspectacular. Inside, however, is a McLuhanesque world of sophisticated communications gadgetry — a teletype machine, police radios, maps with pins in them, boards and an elaborate telephone system.

The equipment was added recently when the trailer became the emergency receiving center for all of New Castle County on the order of Col. Charles G. Lamb, state police superintendent.

The center and its single emergency phone number for the county, 738-3111, have been the objects of strong criticism from county officials who have charged the state police with usurping their authority and areas of responsibility.

Homiak, a 43-year-old ex-Marine who has been with the state police for 15 years, has little time for the controversy. He has a 17-man operation to run.

"WE don't want a controversy and I don t want to be a party to it," he said. "I'm utterly amazed that the situation has reached this proportion. We want to be allies with the other police agencies. If the county called right now, for assistance, we'd certainly give it to them.

"If I have to be so small as to turn my back on another police officer, then I shouldn't be a policeman."

Sgt. Albert J. Homiak
. . . doesn't want controversy

Homiak said that despite the controversy, the new emergency center is "working fantastically well" and the special county number is receiving "a tremendous amount of calls."

"All I have to do is pick up a phone," he said, pointing out to a visitor the 10 hot lines connecting the trailer directly with the three other state police troops in the county and with the Newark Police.

HOT lines to Wilmington police and the Wilmington Medical Center are planned for the near future, he said.

Homiak would also like to have a hot line to the county fire board, but that, it seems, is part of the current controversy.

"There is a hot line now between Troop 2 (State Road) and the fire board," he said.

"All we want to do is move it over here."

The sergeant said that just recently a woman had a miscarriage on a bus on the turnpike. The bus driver stopped at the trailer and asked for help.

"WE called the fireboard for an ambulance," he said. "We need them and we want to cooperate with them."

Homiak said that it requires a minimum of three men to attend to the radios and telephones in the center. But he was quick to point out that the center in no way interferes with the patrols on the some 50 miles of the turnpike and I-95.

"Because we took on a new responsibility, it doesn't mean that we'll forget about the old one."

The teletype machine, which Homiak praised as "an invaluable amount of assistance," is tied into the Motor Vehicle Department, the National Crime Information Center in Washington, D.C., and Civil Defense operations in Delaware.

"IN a matter of seconds—not minutes—we can have information on whether a car with out-of-state plates is stolen," he said.

Homiak said it makes no difference that the center is at one end of the country because of the complex communication setup. It is as easy to contact a troop 20 miles away as it is to talk to one of his men at the other end of the trailer, he reasoned.

The sergeant explained that policing the turnpike is "unique in many ways" because there are relative few crimes committed along the highway.

Partially because the turnpike is a toll road, Homiak believes that he and his men should overextend themselves to provide service to the public.

"WE don't like to see people sitting in the cold in a car that's broken down. We try to help them. If one of us stops at the Hot Shoppe, as soon as he gets out of the car somebody comes up to ask him a question —directions, things like that. Our job is to provide service," he said.

The trailer on the turnpike, as it has come to be called, is a businesslike, professional operation. It has its amenities, though. The walls are paneled and there is a thick wall-to-wall carpet on the floor.

And watching over the entire operation from a calendar on the wall is a female who is clearly not one of the troopers' mother.

Staff Photo by Ron Dubick

TWO-WAY TRAILER—The house trailer behind the John F. Kennedy Turnpike Administration Building is one of the busiest anywhere. It is headquarters for Delaware State Police Troop 8 and also serves as emergency receiving center for New Castle County.

475-8154

Camera Shy

Road Unit Gets Mother of 2

By WILLIAM P. FRANK

A 33-year old blonde mother of two boys will soon become a member of what has traditionally been an all-male agency — the State Highway Commission.

If confirmed by the State Senate next week, Mrs. Frances DeDominicis, a Republican of Indian Field, near Claymont, will join 10 male highway commissioners.

She is one of two appointments to the highway commission announced yesterday by Gov. Russell W. Peterson. The other was Ernest E. Killen of Harrington, 57, formerly a Democratic state auditor and now a grain dealer.

CAMERA-SHY, Mrs. DeDominicis declined to be photographed today. She was unaware, perhaps, that highway commission meetings are open and usually covered by television and news photographers.

Mrs. DeDominicis, a former high school teacher, not only will help to make decisions about the multimillion dollar highway development in Delaware but also will be the first woman in the state involved in State Police administration.

Among its many duties, the 11-member highway commission is responsible for the State Police travel expenses. However, the custom has been for highway commissioners not to turn in travel vouchers.

The next meeting of the highway commission is scheduled March 19. The new chairman, Republican Charles S. Eller of Newark, will preside for the first time. He succeeds Henry T. Price, a Smyrna Democrat.

The chairman of the Highway Commission serves at the pleasure of the governor. The other commissioners each serve three years. The terms of Mrs. DeDominicis and Killen expire June 5, 1971 because they replace two Republicans whose terms expired last June 5.

MRS. DeDominicis is a native of Jersey City, N.J. and lived for a while in Union City, N.J. She is a graduate of New York University, with a major in biology and English.

She taught high school for three years, first in Rutherford, N.J., and then in Cliffside Park High School, N.J.

She and her husband, Alex J. DeDominicis, a research supervisor for the Du Pont Co., have been living at 911 Darley Road about six years. Their sons are 5 and 8.

MRS. DeDominicis is an expert in zoning and is chairman of the zoning committee of the Council of Civic Associations of Brandywine Hundred and vice president of the Delaware Preschool Association.

She said yesterday she intends to resign from the civic association because of her appointment.

Mrs. DeDominicis said that the first she knew of her appointment was a couple of days ago when Christopher L. Perry, administrative assistant to the governor, called and asked if she would be interested. She said she would. This was then followed by a call from Peterson.

KILLEN was director of internal revenue for Delaware from 1950 to 1952 and state auditor, three terms from 1958 to 1965.

He is a native of Felton, was mayor of Harrington from 1952 to 1956 and has been active in the Kent and Sussex Racing Association.

Mrs. DeDominicis and Killen replace Wardon H. Gass of Marshallton and Frank H. Mackie Jr., of Wilmington, Republicans whose terms expired last June. Mackie had resigned several weeks ago and Gass had asked the governor not to reappoint him.

For the time being, the commission will continue to have six Democrats and five Republicans, although the role of Eller as chairman and a Republican will be a very dominant one.

The balance of power will shift soon when Peterson appoints a Republican from Wilmington to replace William G. Dorsey of Wilmington, a Democrat. His term expired May 1, 1968, and he will serve until a successor is named.

4/69 - N Gow.

Local tolls called not necessary

By ALAN MUELLER
Newark Bureau

The Delaware Turnpike can operate well in the black without local tolls, according to Newark's finance director, Albert K. Martin.

Accordingly, State Sen. William F. Hart, R-Chestnut Hill Estates, who has been pushing for the elimination of local tolls, said yesterday that as far as he is concerned, "the debate about the turnpike going bankrupt without local tolls is over."

Now, Hart said yesterday, there are two questions to answer:

What would the effect on traffic volume be if local tolls were eliminated or reduced?

How can the trust agreement be changed?

HART said he asked Martin to prepare a report on the effect of ramp tolls on the financial condition of the turnpike.

Yesterday, Hart said, the report was discussed by city, state and corporation officials at a meeting in Newark City Hall.

Hart declined to say what the discussion produced besides the two main questions.

In his report, Martin states that total revenues for 1968 were $4,126,000, or $326,000 more than anticipated. Of that, he says, ramp tolls accounted for $408,000.

Looking to the future, Martin says that if ramp tolls were eliminated by mid-1969, the turnpike's improvement fund balance, after deducting $10,572,000 for the current improvement program — adding two extra lanes, one each way — will be $5,278,000 in 1974 compared with $10,395,000 if the tolls are kept.

AFTER 1974, however, Martin states, the balance would increase by about $4 million a year if the ramp tolls are kept and $3 million if they were eliminated.

"With or without the ramp tolls, the bond interest and sinking fund balance can be maintained well above the anticipated and necessary level; therefore, the ramp tolls have no effect on the strength of the outstanding bonds," Martin says.

Also yesterday, a reliable source said that a survey is being prepared on adding a fourth lane to the turnpike with the possibility of having two lanes for local traffic and two lanes for through traffic in each direction.

5/7/69 Evening Journal

Pike Widening Bids Delayed by Maryland

The Maryland State Roads Commission postponed indefinitely a bid opening yesterday for widening the John F. Kennedy Memorial Highway over three bridges in Cecil County.

Col. James Crowther, an assistant to Maryland's chief engineer, said the bids opened April 15 for some other bridges were too few and too high and were all rejected. Contractors who picked up specifications for yesterday's bids had been told of the postponement.

Crowther said the widening to six lanes is badly needed.

Charles A. Rutter, chief of the Delaware section of the turnpike, said bridge work in Delaware is proceeding on schedule. As in Maryland, the plan is to add a section between the bridges which were originally designed for this. Rutter said work is going apace at putting two new lanes in the median strip of the rest of the pike.

Delaware opened its bid Nov. 26 and work began about a month later.

Man About Town

By Carl G. Smith

When you drop a coin into the basket at a Delaware turnpike toll barrier, you get concrete results — literally.

They were pouring the concrete yesterday along the eastbound lane between the Maryland boundary and the toll barrier. More was to be poured this morning until noon, when work was to be halted to avoid conflicts with heavy holiday weekend traffic.

Turnpike manager Charles Rutter's goal is to give you 3,000 linear feet of concrete results every working day until the widening of the 11-mile turnpike to six lanes is completed. But the best the crews have been able to do so far is a 2,800-foot day.

For the present, the concrete is coming in dumptrucks from a temporary mixing plant which the contracting firm of Greggo & Ferrara has established along Elkton Road to dualize that route from Newark to the Maryland line. But soon the turnpike project will have its own concrete plant filling regular cement trucks on a farm at the Delaware 7 interchange. Then it may be possible to achieve the 3,000-foot daily goal.

The concrete will be poured in 12-foot lanes along the median strip on each side of the turnpike from the state line to Basin Road. Then a six-foot left shoulder will be paved inside of that, and the 10-foot right shoulders will be replaced with sturdier paving.

The old left-hand shoulders, which were ripped out to make way for the widening, were only four feet wide, and the median strip was never less than 74 feet wide. Now, with two 12-foot lanes and four additional feet of shoulders coming out of the median, there will still be at least 46 feet of grass separating the eastbound and westbound lanes.

What do all these concrete results have to do with your dimes or quarters in the toll baskets? Just this: It has not been necessary to borrow money (yet) to pay for the widening to six lanes because the surplus built up from toll revenues since 1963 has paid the bills.

It's an all-too-rare example of "pay now and go later."

—

— A tremendous effort is beginning to oust Charles A. Rutter from the post of general manager of the Delaware Turnpike.

At the same time, a big bulwark is being built to prevent the ousting of Ernest A. Davidson as director of the State Highway Department.

Chief opponent of Rutter is Sen. William F. Hart, R-Newark.

Hart is angry because Rutter has so strongly opposed the lifting of the tolls on the turnpike ramps.

Also, it is argued that Rutter, a former Wilmington school teacher, is a Democrat holding a good job that might go to a deserving Republican. It is also argued that he was a political appointee in the first place.

However, aside from his adamant position against abolishing ramp tolls, Rutter has done a good job as general manager.

Question: In light of Gov. Russell W. Peterson's rule that people should not be fired merely for political reasons, what will be the criterion for Rutter's dismissal?

—

— I suggest that the State Highway Department immediately make a survey of its innumerable roadside signs and determine as soon as possible how many are needed.

It's interesting that the highway department is such an opponent of billboards and yet is one of the major agencies that clutter the roadside with signs.

One of my favorite pastimes, particularly while travelling the freeway and the turnpike, is to single out unnecessary signs.

It takes three or four sets of turnpike signs, for example, to inform the public that there are a restaurant and gas stations ahead.

It takes at least four signs to advise drivers in almost any one section that the speed limit is 60 mph.

One of the most amusing road side signs is in Sussex.

There's this sign that says "Stockley" and when you turn off and get to Stockley (1) there's no sign telling when you have arrived; (2) there's really no such place any more.

Stockley is a ghost town with only four houses.

(Bill Frank) Morning News 4/4/69

EDITORIALS

Morning News 5/13/69

Patience will pay off

The latest annual report from Delaware's turnpike complicates the situation for those Newark and Stanton area residents who have been pushing to have tolls removed from their local access ramps.

The ramps used by local traffic are a more important part of the 11-mile turnpike's financial picture now than they were when the issue was first debated. In 1967 only 14.9 per cent of the total toll revenue came from the local ramps, while 85.1 per cent came from through traffic going through the toll barrier at the state line. Last year, both local and through traffic showed increases, but local toll collections had risen to 18.8 per cent of the total.

Meanwhile, construction has begun on widening of the turnpike to six lanes. Much of the cost can be paid without recourse to today's high-interest bond market because tolls and the phenomenally successful service plaza have brought in more millions than were needed to meet scheduled payments on the original $30 million bond issue.

The widening will cost $11 million. There is already $7.45 million in the turnpike's improvement fund, leaving only $3.55 million to be raised. With net income running in the $1 million per calendar quarter, the pike may come close to raising the entire $11 million before the job is finished, but it is more likely to score a near miss.

It follows that the more money the turnpike takes in before the construction job is finished, the less it will have to borrow, and therefore the sooner it will be able to get out of debt altogether.

If the suburbanites who are chafing under the inconvenience of carrying exact change for automatic toll gates will be patient at least until the end of the construction project, the toll road's long-term financial picture will be clearer and the bondholders might agree to a phasing-out of the 10, 15 and 25 cent local tolls. Until then, it would be penny-wise and dollar-foolish to abandon a source of income that seems to be increasing in popular acceptance, if not in popularity.

The Weather

Partly cloudy tonight and tomorrow.

(Weather Map and Details on Page 3)

EVENING JOURNAL

WILMINGTON DELAWARE

Today's Chuckle

A genuis is usually a crackpot until he hits the jackpot.

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Local Pike Traffic Brings in 18% of Revenues

By CY LIBERMAN and WILLIAM P. FRANK

Local ramp traffic accounted for nearly one-third of the trips and over 18 per cent of the revenue of the Delaware Turnpike last year.

The annual report of the turnpike shows total traffic at a new high, and the local use of the toll road a higher proportion of total use than it was the previous year.

FOR the first time total traffic averaged more than 1 million vehicles a month in 1968, while total trips came to 12,729,726. In 1967 the total was 10,695,462. The growth in traffic during the year amounted to 19 per cent.

Of the 12.7 million trips on the toll road last year, 8.7 million were recorded at the barrier near the Maryland line, and the other 4 million were registered at the local ramps at Delaware 896, Delaware 273, Delaware 7 and Churchmans Road, the on and off ramps used by local traffic.

The local traffic amounted to 31.6 per cent of the total traffic in 1968. In 1967 total trips came to 10,695,462, of which 7.9 million were recorded at the main toll barrier, and the other 2.7 million were at the local ramps. Local traffic then was 25.7 per cent of the total.

IN terms of tolls, the 12.7 million vehicles on the road last year rang up tolls of $3,645,555. In the previous year the grand total was $3,130,000, putting the growth in 1968 at 16.5 per cent.

Of that total of $3.6 million in tolls, the local trips accounted for $683,832, or 18.8 per cent. In 1967 the local tolls came to $469,297, which was only 14.9 per cent of the year's total.

Growth of the importance of the local tolls in the over-all revenue collected by the turnpike is likely to be a factor in the continuing disagreement about whether local tolls should be reduced or eliminated. With the proportion of local tolls increasing, the stakes in the debate get higher.

While the amount of local toll collections rose, the amount of noncollections rose even more. In 1967 the toll collection showed a discrepancy of only $68 dollars between vehicles counted and tolls received at the local ramps. In 1968 that jumped to $19,802 — which is 291 times as much. That means many more motorists failed to pay the tolls when going over the treadles at the local ramps, or that the automatic toll collecting devices failed to register. In either case it means a frequent flashing of red lights and ringing of bells at the ramps.

IN addition to the toll revenue, the turnpike received more than $1 million from two service stations and a restaurant. This came to $1,162,878 in 1968, showing a slight growth over the $1,117,793 received the previous year. There also was a small amount of miscellaneous income each year, bringing total revenue to $4.8 million last year and $4.2 million the year before.

The costs of administration, operation, toll collection, maintenance and State Police service came to $708,033 last year, leaving net revenue of $4,126,846 for the year. In 1967, the expenses came to $661,028, leaving net revenue of $3,591,210. The increase for the year was $535,636, up 14.9 per cent.

The turnpike cost $29,557,690 to build. The work was financed by the sale of $30 million in turnpike revenue bonds issued in 1962. At the end of last year $1,597,000 worth of bonds had been redeemed. Interest on the bonds for last year came to $1,181,921.

Now the turnpike is being widened to add greater capacity to handle the increasing traffic. A third lane in each direction is being constructed at a cost of about $11 million. This work, plus the $2.9 million worth of improvements made in 1968, mainly to the service area, will bring the total cost of the road to $43.5 million.

Maryland is similarly preparing to widen its section of the John F. Kennedy Memorial Highway from four lanes to six.

The $11-million road widening project is being undertaken sooner than expected because of the fast growth of traffic, especially local traffic.