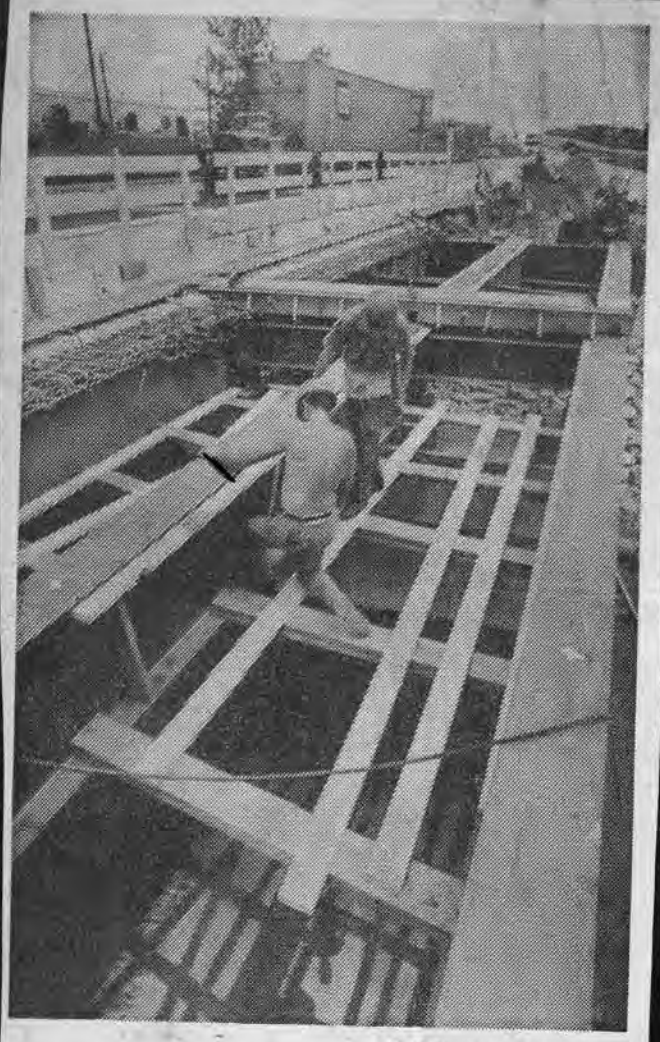
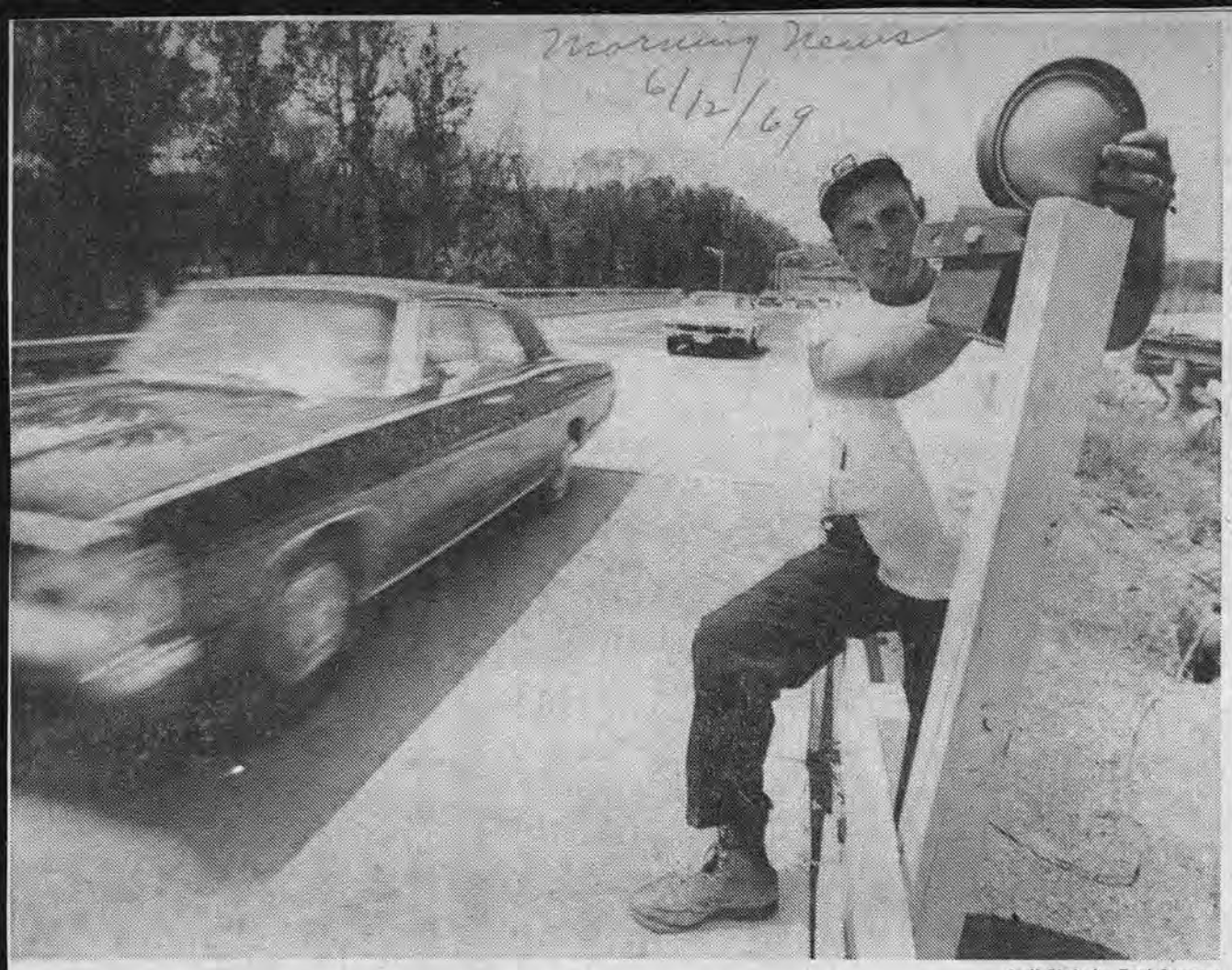


Staff Photo by Fred Comegys

Bridging the Gap

This bridge over a creek near Newark on the Delaware Turnpike was originally designed to have done to it what these men are doing—filling in the median gap to provide two more lanes. The entire widening project to three lanes each way will be completed Oct. 1, 1970, according to Charles A. Rutter, turnpike manager. The toll plaza widening from 8 to 12 lanes will be finished by Jan. 1. Work on extensive improvements to the interchanges at Delaware 896 and 273 will begin later this year and continue into 1970. Bids for the widening of the Maryland section have not been let because of financial problems.

Morning News 6/12/69



Staff Photo by Fred Comegys

Manning the longest barricades

Doing a job made hazardous because of cars whizzing by at high speeds on the Delaware turnpike, Bill Schneider, a workman for the James Julian construction company repairs a blinker light near the Newark exit. It's one of hundreds on 22 miles of wooden barricades that took a half-million-dollar bite out of a $5-million contract to widen the turnpike in both directions from two to three lanes from Delaware 7 to the Maryland line. The barricade reduces driving room by a foot in the inside edge of the highway in both directions. It is the longest barricade to be erected on a Delaware highway in recent times.

Murphy Bill Would Fine Scofftollers on Turnpike

From the Dover Bureau

DOVER — A bill to make it illegal not to pay tolls on the Delaware Turnpike was introduced in the House yesterday by Rep. Joseph R. Murphy, R-Brookside Park.

The bill also would prohibit use of slugs in toll machines. It was among 31 bills introduced in the House as the deadline for new bills approaches.

Murphy says he introduced the measure, H.B. 340, at the request of the turnpike authority. "The turnpike loses a lot of money on people who don't pay tolls," he says.

Under present law, persons who use slugs or refuse outright to pay tolls can be arrested only for trespassing.

If passed, the toll law would match the one in effect for the Delaware Memorial Bridges. It would provide a $10 to $15 fine for violators.

Tuesday will be the last day new bills to be voted on before adjournment June 30 may be introduced.

would help firemen on river rescues, since currently it takes six to eight firemen to launch a boat in the mud. It would also be of use to persons going to the state park on Pea Patch Island, he said. The bill is H.B. 333.

• A bill by Minority Leader Jacob W. Zimmeman, D-Dover, to allow the State Park Commission to sell $500,000 in bonds to help counties and towns purchase parklands. The bill is H.B. 326.

The Morning News

THURSDAY, JULY 3, 1969

Staff photo by Donaghey Brown

It's progress, but . . .

Traffic heading south on the Delaware Turnpike section of Interstate 95 near Stanton gets a good taste of Delaware dust and dirt. The cause of the grimy grit is heavy earthmoving equipment being used to widen the stretch of road. Work began in December to add a new lane of traffic in each direction on the 11-mile Delaware side of the toll road. Completion is expected in October 1970.

At least 50 mph 7/10/69 Morning News

Minimum speed set on turnpike

From the Dover Bureau

DOVER—The State Highway Commission yesterday authorized minimum speed limits on Interstate 95.

Vehicles will have to travel at least 50 miles per hour from the Maryland line to the Pennsylvania line except on the section of Interstate 95 through Wilmington. The minimum will be 40 mph. between the southern end of the South Wilmington viaduct and the Brandywine River Bridge, and 45 mph. between the bridge and the northern end of the Concord Pike interchange.

Ernest A. Davidson, director of operations for the highway department, said the minimum was needed to assure a smooth flow of traffic and minimize passing of slower-moving vehicles.

It will take effect once signs are installed.

The maximum speed on Interstate 95 is 60 mph., except on the sections in Wilmington where it is reduced to 50 mph.

The commission also approved reducing the speed limit on Snuff Mill Road between the Kennett Pike and Old Kennett Pike from 50 to 35 mph. A similar reduction was approved for Saulsbury Road Extension near Dover between Delaware 8 and the Hazlettville Road.

The commission appointed Joe S. Robinson, chief engineer of the department, as chief deputy to Davidson at a $2,000-a-year pay increase to $21,000.

Robinson, 57, will retain the title of chief engineer. The position of chief deputy will remove him from the merit system, however, and he expressed some reluctance about the removal before accepting.

The commission noted he has been functioning as chief deputy —a recently created post that previously has not been filled— and that the intention was to grant him a raise rather than remove him from job protection.

The commission also approved a $1,000-a-year raise for Davidson, bringing his salary to $25,000.

The meeting was the first for three commissioners recently approved by Gov. Russell W. Peterson—Robert A. Fulwiler Jr. of Wilmington, Charles H. West of Frederica and John R. Hitchens of Georgetown.

Morning News

Bayard quits as turnpike law counsel

6/12/69

Alexis I. du Pont Bayard, a Wilmington attorney, ended his services yesterday as legal counsel for the Delaware turnpike division of the State Highway Department.

The legal work will now be taken over by C. Edward Duffy, chief deputy attorney general in the State Department of Justice.

Duffy is also general counsel for all other activities of the State Highway Department.

Bayard had been counsel for the turnpike division since its inception in 1962 and played a major role in working out the legal procedure for financing the turnpike and its leasing of the restaurant and service-station concessions. He also figured prominently in the legal preparation for the current expansion of the highway.

Bayard's salary was $8,500 a year.

Bayard, also state chairman of the Democratic committee, was thanked yesterday by the state highway commissioners, including the Republican majority, for his services to the department.

Highway commissioners explained that soon after the Department of Justice came into existence it was understood that Bayard would step out at this time. The law creating the department of Justice stated it would represent as many state agencies as possible, in place of specially retained lawyers.

Also earlier this year, S. Samuel Arsht, Wilmington lawyer, was relieved of his duties as general counsel for the State Highway department for functions other than the turnpike.

State employes receive pay hike

(Continued From Page One)

J. Donald Isaacs, R-Townsend, was the first of the pay-raise bills brought to the floor.

Isaacs said it would make the starting salary of a trooper $6,800 a year. He received endorsement from Sen. Thomas E. Hickman Jr., R-Bayard, who said because of the pay and the rigid qualifications for state police it is almost impossible for the department to fill recruit classes.

The Republican leadership in the Senate opposed the bill, largely because troopers received pay increases last year. And President Pro Tem Reynolds du Pont, R-Greenville, and Majority Leader Frank R. Grier, R-Milford, noted the state highway commission—the state policemen's boss—had not requested the raise.

DU PONT added Col. Charles G. Lamb, superintendent of state police, said he has not sought the measure either.

Six Republicans voted against it, but seven others and six Democrats passed the measure.

Sen. Andy Foltz, R-Dover, then obtained easier approval for S.B. 366 to increase corrections employes pay. Du Pont, Grier and Sen. Calvin R. McCullough, D-Holloway Terrace, were the only opponents.

The merit-system bill, S.B. 363, sponsored by Sen. Anthony J. Cicione, R-Elsmere, had the endorsement of Gov. Russell W. Peterson and received the votes of everyone except Hickman and Sen. Dean C. Steele, R-Windsor Hills.

CICIONE said it brings the pay of all employes who have been with the state a year to at least $300 a month. It particularly helps lower-income employes, he noted.

There were three battles over amendments to the teacher pay-raise bill, which eventually was deferred pending preparation of another amendment.

The most important amendment, sponsored by Sen. Melvin A. Slawik, D-New Castle, would have made the five-per-cent increases contained in H.B. 320 effective July 1. The increases are expected to cost $3.32 million a year.

Slawik and Charles R. Harris, executive secretary of the Delaware State Education Association, said the cost of living, is going up all the time and the five-per-cent increase is needed now.

SEN. Louise Conner, R-Delaire, floor sponsor for the House-passed measure, countered that the state last year approved a $400-a-year increase for teachers which will go into effect July 1.

By approving the raises a year in advance, she said, it enables sound fiscal planning in the state and in school districts and also helps greatly in recruiting teachers for the coming year. The $400 averages out to about a 7-per-cent increase, she noted.

If inflation continues at a high rate, she said, the legislature next January could increase the five-per-cent specified in the bill.

Senate ok's pay raises for 3 groups

By TOM MORRIS
Capital Correspondent

DOVER—The Senate yesterday approved pay raises for state merit system employes, Delaware state policemen, and Department of Corrections employes with hazardous duty.

It was on the brink of passing pay increases for school teachers and other school employes,

Other legislative news on pages 2, 19, 37, 38.

effective a year from now, after soundly defeating an amendment to make those increases immediate. School teachers already are scheduled to receive $400 a year increases July 1 as a result of a bill passed last year.

The three pay increase bills passed—if the House and the governor agree—would become effective July 1 and cost the state about $1.6 million in the fiscal year starting then.

THEY are:

—$1.26 million for 6,000 merit system employes in state government. Those in the lower nine grades would receive five-per-cent increases July 1 and another 2½ per cent Jan. 1, and those in upper categories would get 2½ per cent each time. The increases are in addition to regular five-per-cent increases employes will get on the anniversary of their employment.

—$200,000 for $500-a-year increases for state policemen, and $250-a-year increases in state police pensions.

—$97,800 for raises of about $600 a year for Department of Corrections employes on hazardous duty. State Correction Commissioner Warren J. Gehrt said 163 of 254 correction employes would receive the raises.

It would bring the starting salary of a prison guard to $5,730 a year.

THE state police pay-raise bill, S.B, 373, sponsored by Sen.

See STATE—Page 2, Col. 1

To market

Remember back in the 1930s, when the Roosevelt Administration made a major project out of paving farm-to-market roads?

All-weather rural roads brought farmers out of the horse-and-wagon age, enabling them to haul their crops to market "on the slab," regardless of mud.

The roads also brought part of the market to the farmers, by providing a constant stream of buyers passing their roadside vegetable and fruit stands.

But what the 1930 road giveth, the 1960 road taketh away. Farmers living next to a limited-access interstate highway are not even allowed to drive directly onto it, much less sell their wares across the fence that separates their land from the high-speed road.

Signs on freeways usually tell which exits to take for food, gasoline and motels, but who ever saw a blue sign saying "Produce stand next exit"?

Now the problem has been solved by the Atlantic City Expressway. Paul J. Macrie Jr., who owns several farms near Hammonton, N.J., is selling in-season local produce at a newly-constructed farm market in the service area midway along the 44-mile road.

Wouldn't it be nice if Delware farmers, too, had an outlet for their produce at the service area along the John F. Kennedy Memorial Highway? Tourists who take home some Delaware cantaloupes or peaches might really feel that they had been "in" Delaware instead of having merely sped "through" it.

Man About Town

By Carl G. Smith

Fences are built to make it difficult for people to go from here to there. Roads are built to make it easier.

Since fences and roads have opposite functions, you wouldn't expect the State Highway Department to be the leading user of fences in Delaware, would you? But it is.

Consider the various kinds of fencing that can be seen lining mile after mile of Delaware's roads:

- Chain link fences to keep pedestrians and small animals from wandering onto the freeway.
- Snow fences to prevent windblown snow or sand from piling up in drifts on the roadway.
- Guardrails to prevent out-of-control cars from nosediving over steep embankments.
- Stone or concrete retaining walls where a new roadway is lower than the front yards of nearby houses, and metal railings where the road is higher than somebody's front yard.
- Concrete railings along both sides of freeway bridges — strong enough to prevent even a heavy truck from falling over the edge.

There are probably some lesser varieties that I have missed. But you get the picture. Fences make good neighbors, and fences make it easier for high-speed traffic to co-exist with the people who live alongside the road.

Now comes the Delaware Turnpike division with something new — 22 miles of temporary wooden fencing to separate the traffic from the construction crews who are adding third lanes in the median strip.

Somewhere in the mountains, a whole county must have sacrificed its trees to make the barricade. When finished, it will consist of 12-by-12-inch beams, laid end to end for 11 miles on each side of the turnpike, with vertical fencing attached to the inside of the beams.

Charles A. Rutter, turnpike manager, doesn't know what kind of wood was used to construct the barricade. It's just whatever the contractor could find, he said.

The barricade adds about a half-million to the $10 million cost of widening the turnpike from four lanes to six. It has no trade-in value unless some other state starts a similar project when Delaware is finished. But it may be a good investment anyhow.

It is sturdy enough to allow toll-paying traffic to keep moving at 60 mph while heavy earth-moving equipment moves slowly only a few feet away, spreading out the fill on which the new lanes will rest.

Each section of 12-by-12 is attached to the next section with two heavy spikes, so that it cannot go bouncing into the path of another car or injure a workman if a vehicle slams into the barricade.

If the turnpike had relied on a barrel every 50 feet to keep traffic in a single lane, as Pennsylvania is doing on the unfinished part of Interstate 95 north of Wilmington, it would have been forced to impose a temporary 40-mph speed limit as Pennsylvania has done.

The word would soon get around. One driver would tell another, "Don't use the Delaware turnpike. It charges you 30 cents and you can only go 40. There is no toll on U.S. 40 and you can go 60."

The result might have been a tremendous decline in toll collections, possibly a loss of the entire half-million which it is costing to build the barricade.

Enough mileage of the barricade is already in place to provide a fair test of motorists' reaction, and Rutter says it has been all good. The inside lane has been narrowed from 12 feet to about 10, but there is still plenty of room to pass at the legal 60 mph, and drivers in the right-hand lane are cooperating by keeping farther to the right. "Some truck drivers are even edging over onto the shoulder to make sure there is room to pass them," he says, obviously pleased to be able to say something good about the much-maligned American driver.

Modern Highwaymen

8/26/69

EVENING JOURNAL

IT IS somewhat startling to learn that in May alone, drivers on the Delaware Turnpike cheated that facility out of $4,500 by not paying the required tolls.

The practice has become so flagrant that even officials who are opposed to the imposition of tolls on local ramps have voiced support of making the non-payment of such tolls a crime.

This newspaper also has questioned the need for the local tolls, but we recognize that such tolls probably must be continued at least until the current widening of the turnpike by one lane in each direction is completed.

The turnpike is private property, not supported by state taxes, so the money required to redeem the bonds which were sold to build the road and to maintain and improve the 11-mile facility must be raised through tolls.

A bill (passed in the House but not voted on in the Senate) would make it a crime to fail to pay tolls and would impose fines ranging from $10 to $25 with an "and/or" jail provision for violations. Presently, the only applicable charge is "trespass" on private property for motorists who fail to pay. There's a $5 fine for first conviction.

It is true that on some rainy days or days of high humidity the dampness causes the toll machine to malfunction, making it necessary to drive through a blinking red light after the proper change has been tossed in the coin basket. The driver's conscience at least is clear, even if passage, according to the mechanism, isn't.

But whatever one thinks about the fairness or necessity of collecting tolls at the turnpike ramps, as long as the requirement exists, it is incumbent upon every user of the turnpike to pay.

One wonders how many of the drivers who cheat the turnpike get hot under the collar when they observe somebody else "getting off easy" for what they consider a flagrant violation of the law. How many of those who defiantly drive by the coin baskets without depositing the required money voted on the basis of "law and order" in the last election?

How many young drivers, officials of tomorrow, avoid the toll on the misguided but all too prevalent assumption they shouldn't have to obey a regulation of which they do not approve? And how many older drivers who ignore the coin baskets, perhaps with their children in the car, later punish these same children or condemn the children of others for violating the drinking, drug or other laws of the state?

Law and order is a respectable term. But it becomes a mockery if it always applies to somebody else or to major crimes only. Like charity, it begins at home, and the Delaware Turnpike is a place close enough to home to make a start.

Saturday
August 23, 1969

EVENING JOURNAL
WILMINGTON DELAWARE

Toll Cheaters Increase, Fuss Lingers

Trust Agreement
Jan. 1, 1962
ARTICLE V.
SECTION 501. The (State Highway) Department covenants

(a) that before the Project or any part thereof is opened for traffic it will fix and place in effect an initial schedule of tolls for traffic using the Project. . . .

(b) that it will not change the toll collecting facilities or change or revise the tolls . . . unless such change or revision, in the opinion of the Traffic Engineers, will still result in producing revenues sufficient . . .

Within the next hour, a motorist will drive on or off one of the toll ramps between Newport and Newark on the Delaware Turnpike and the question will arise: To pay or not to pay?

In May, $4,542.60 worth of traffic went through the automatic toll collection gates without paying a thing — or less than what is required.

"THE problem is becoming worse," says Charles A. Rutter, general manager of the turnpike authority. "Last year we lost $20,000."

As evaders of the tolls of 10 to 25 cents increase in numbers, controversy over the existence of the orange money baskets drags on.

Since the turnpike opened in November 1963, legislators, civic leaders and citizens have voiced objections to paying to use the turnpike.

In Newark, where the charge is highest at 25 cents, considerable effort has been made by local and state representatives and the city to wipe out or as many say, reduce the cost of driving to and from Wilmington.

THE most vocal of the toll foes has been Sen. William F. Hart, R-Chestnut Hill Estates. He campaigned for his Senate

• The State Highway Department institutes a request for change.

• The trustee must advertise for four consecutive weeks in a local newspaper of general circulation in Wilmington, and in the city and state of New York, to inform bond holders of the request for modification.

• The trustee must also mail written notices to principal underwriters and registered bond holders.

• Within one year, the Highway Department must, in writing, present to the trustee permission for the change from two-thirds of the amount of bonds outstanding. (Two-thirds of total outstanding revenue is now around $18 million.)

"BUT suppose the change was agreed to and only the toll plaza barrier remained," Rutter was asked.

Again, the manager quickly shows documents. This time it is the yearly engineering consultant's report that covers just about every aspect of the turnpike.

Coverdale & Colpitts, a firm from New York, says, "We do not recommend or think it feasible at this time to discontinue local tolls," and then documents the statement with page after page of surveys and projections.

There has been speculation about effort to oust Rutter from

plaza increased 9.4 per cent while the local ramp toll traffic jumped 46.8 per cent. This figure is what disturbs Rutter and the consulting engineers.

Total adjusted revenue for 1968 at the turnpike came to $4,834,878.65. From this fund, according to Foster, about $1.2 million was paid out as interest to bond holders; $697,719.64. was the yearly operating expenses, and another $500,000 was paid out for bond redemption and certain other interest charges.

CONSIDERING the year's total revenue, about half of it was used for overall operation and the other half, about $2.4 million, was profit. This is deposited in the turnpike's improvement fund.

Since the turnpike is realizing such profit, opponents of the local tolls claim that elimination of the charge would not hinder the money making process of the highway.

Rutter claims that 19 per ent of the total toll revenue is now coming from the local ramps.

Charles S. Eller, chairman of the State Highway Commission and also a Newark resident, says that the commission's position is not against the abolition of tolls but against doing anything at this time.

SAYS Eller, "The commission has officially tabled the matter, indefinitely. We have to make the first move in this matter and right now let's say after reviewing the consultants' reports, just don't think it's feasible at this time."

Eller said he also has heard certain people talk of replacing Rutter supposedly to help the anti-toll cause.

"Certainly I've heard it. People have asked me questions and given me their opionions," Eller admitted. "But let's understand one thing. Rutter is actually in an operating position, not a policy-making one. He has nothing to do with

The 5 p.m. lineup at the Newark exit. Most pay their quarter.

aware turnpike was free of local tolls.

"I think the Highway Department is being overcautious when it says that," Hart claims. "I am totally unhappy with the turnpike picture itself and I don't intend to give up trying to change it."

HART admits that his first obstacle is the trust agreement and says he is in a bad position to do any bargaining with the main bond holders.

"I have the names of about $6 million worth of bond holders. Unfortunately, most of the big

administration the Highway and Justice Departments, Rutter and just about everyone else who is involved with the turnpike.

"Yes, I introduced the bill, but I'm still against the tolls, period," Murphy said. Murphy explained that the bill is primarily the same one that is in effect for toll violators on the Delaware Memorial Bridge.

"As long as we have these tolls, right or wrong, I think people should pay them," Murphy said.

was lowered by five cents then all other tolls, including the barrier, must be dropped 5 cents also.

One of the original crusaders for abolishing the tolls on local ramps is Sen. Reynolds du Pont, R-Greenville, who worked closely with Hart on the matter several years ago.

"ACTUALLY, I don't quite know where the situation stands right now," Du Pont said. "But I do think the local tolls should be taken off so people in the Newark area can travel for nothing just like those in Wil-

sure the residents of Newark would like to do away with the toll charges."

Another proposal has been suggested by Sen. Everette Hale, R-Fairfield Crest. He thinks that a token system at reduced rates should be set up for local residents who use the highway often.

THE mayor and a councilman in Newark have also made attempts to change the status of tolls.

A March 24 resolution also asked the State Highway Com-

He campaigned for his Senate seat with an anti-toll plank.

"It's been a long uphill battle, fighting for this thing," Hart explained. "But I'm far from defeated. There is a way to get rid of those tolls, I'm convinced of it."

Asked why local use tolls are charged in addition to the 30 cents at the "through" barrier, Rutter says little but produces a lot. "Because section 501 of the trust agreement says we must charge tolls," Rutter explains. "We got this highway with private funds and that was one of the stipulations agreed to by potential bond purchasers before they put up the money."

The section of Interstate 95 from Newport to Pennsylvania was built with state and federal funds, hence there are no tolls.

RUTTER pointed out that the 11-mile Delaware turnpike was built four years before the section from Newport North was completed.

F. Perry Foster, a vice president of the Bank of Delaware trust department and spokesman for the trustee, points out that there is a section contained in the agreement that permits modification.

"Now, Section 1102 does permit a modification," Foster said. "But it has to be started by the State Highway Department, not by the trustee or bond holders."

The provisions in Section 1102 are:

Charles A. Rutter

"We lost $20,000"

his position and those responsible hope this would strengthen their attempt to abolish local tolls.

"I haven't heard the rumor myself," Rutter says. "It's ridiculous, you know. I can't do a thing about those tolls. I just manage."

Rutter prefers to back himself up with documents and stress the difference between a "free" turnpike and one that has a toll.

"People who drive - or people who don't drive on that stretch from Newport north — are actually paying for it through taxes," Rutter claims. "If you don't use our road, then you don't pay for it. There's no such thing as a free road, but this is as close you can get to one right here."

THE main source of income for the turnpike is its tolls. Revenue from the service station and restauant concessions amounted to 24.1 per cent of the total intake last year. There are no state funds.

Also in 1968, vehicular travel on the turnpike was up 19 per cent over the previous year and toll revenues were 16.5 per cent higher.

Traffic at the barrier toll

removing or lowering the tolls on the turnpike.

"RUTTER is not up for dismissal right now," Eller said. "I also feel that too much appears in the newspapers about hiring and firing before anybody really knows anything about it."

Eller agreed with other highway officials in stating that "we should wait until this new third land is finished" before we decide about the tolls. Like the others, he is concerned about increasing traffic on the road.

"We would be glad to do anything we could for the reisdents of Newark," Rutter claims. "But our number one concern here is the safety of motorists on this road. If the tolls were abolished, you would have another Kirkwood Highway out here instead of a turnpike."

"According to our consultants we should have had three lanes here in 1967," Rutter says, and adds, "It wasn't too long ago we were looking for our first 1 million cars in a month (July 1966), now we expect to see 2 million in the near future."

Construction of the third lane, Rutter says, should be completed around the first of November, along with other safety features, such as better lighting and overhead signs.

HART doesnt go along with the highway commission's prediction that a massive traffic jam would develop if the Del-

ones are insurance companies and I don't stand very well with them."

Hart was referring to his sponsoring of the "guest statute" bill introduced in the Senate this year. The bill, S.B. 99, revokes a state law that protected drivers in a car involved in an accident from being sued by passengers.

The bill passed the Senate and has yet to be voted on in the House. Insurance companies lobbied against it.

HART suggests the state buy some of the bonds on the turnpike in order to have a say in its operation.

"I certainly believe in the basic principle of the turnpike," Hart claims, "but I think the whole setup is discriminatory against local residents."

Among the state legislators and Newark City officials questioned about the move against Rutter, all indicated they have either heard of the attempt or though it might make a difference in the turnpike's stand on tolls, if he was replaced.

Meanwhile, Rep. Joseph R. Murphy, R-Brookside Park, has introduced a bill in the General Assembly which would make it a crime not to pay the tolls on the 11-mile turnpike.

HOUSE Bill 340, which passed the House and must be brought up in the Senate when the Assembly reconvenes, provides a minimum fine of $10, maximum of $25, or five days in jail or both for nonpayers.

The bill has the support of the

CURRENTLY the only protection the turnpike management has is the fact the road is considered private property. Therefore a violator can be charged for trespassing if he is caught. Minimum fine for trespassing on the first offense is $5.

Rutter explained that it is not the policy of the turnpike to "go out and have people arrested. But we do want to get the flagrant violators, the drivers who zoom right through the toll baskets everyday."

Rutter said that most of the time his office simply asks a motorist who is caught to pay his toll. "You'd be surprised the number of people who turn in license numbers to us. We normally just send a form asking for the amount and most of the time we get them back," Rutter said.

Rutter refused to elaborate, but said the police will soon have a foolproof method of determining who paid how much; when; and if the toll basket failed to register the money because of a mechanical failure.

DESPITE his sponsorship of H.B. 340, Murphy remains an outspoken critic of the tolls.

He is familiar with the legal involvement over the bonds and emphasizes that the tolls should be "at least reduced" now.

Lowering the tolls can be accomplished without the bond holders permission but each of the charges must be reduced uniformly. If the Newark toll

mington and Newport."

The director of operations for the Highway Department, Ernest A. Davidson, doesn't think the picture is good enough yet to allow tolls to be abolished.

Sen. William F. Hart

"I am totally unhappy"

Rep. John G. S. Billingsley, R-Newark, leans more to having the tolls reduced than abolished and doesn't like the idea of Delaware having the second most expensive turnpike in the nation.

"I think that stretch of highway between Richmond and Petersburg, Va., is the highest in terms of cost per mile for the driver, and our section is second," he said.

Rep. Marion I. Seibel, R-Brookside Park, said, "I am

mission to revaluate the tolls on the ramps. The resolution was introduced by Newark Councilman Arthur P. Mayer. It passed unanimously.

Says Mayer, "I just don't agree with Rutter's philosophy about the traffic increasing if the tolls are dropped. That turnpike is making money hand over fist and they have several different funds they can operate from."

Mayer does think that Murphy's bill on nonpayers is good.

According to one source, there is even an attempt in the making to have the state levy an income tax on the total yearly revenue of the turnpike. The source, who requested his name not be used, said this could force the bond holders to lower the turnpike's total intake by eliminating the ramp tolls.

THE merits of this plan have been questioned in some circles, however, since the state attorney general's office ruled in February of last year that the turnpike is tax exempt.

As questions continue to arise and accusations increase, the tolls on ramps keep coming in—most of them, anyway.

But evidently the turnpike has more than the "ramp evader" to worry about. As the reporter left the general manager's office, located in front of the toll plaza barrier near the Maryland line, an out-of-state car zoomed past the automatic collector; leaving the bell to ring, the light to flash and the Delaware Turnpike 30 cents poorer.

Text by Ron Williams ***Staff Photos by Richard Glasebrook***

At left, a passenger's view of what the fuss is all about: Coins going in the basket at one of the local ramps.

Work is under way on the multimillion addition of two more lanes along the turnpike's 11 miles.

9/4/69

Newark toll cut proposal is submitted

Don't start counting your change yet, Newark residents, but there is another proposal in the wind that will attempt to reduce the local ramp tolls on the Delaware Turnpike.

Copies of a legislation draft for a "user tax" have been submitted to the chairman of the State Highway Commission, Charles Eller, and the general manager of the turnpike, Charles A. Rutter.

THE proposal is jointly sponsored by Reps. George Jarvis, R-Harmony Hills, and John G. S. Billinglsey, R-Newark.

Sen. William F. Hart, R-Newark, a long-time foe of turnpike tolls for Newark-to-Wilmington drivers, said yesterday he favors the representatives' proposal as a compromise.

"But I'm still convinced that local tolls should go completely," he said. "Delaware has to look at the turnpike as part of its freeway system."

ONE official, who requested his name not be used, said after hearing of the Jarvis-Billingsley system, "I think it's ingenious."

The un-named official has been closely associated with the problems and efforts of Newark legislators and citizens who have been trying to lower or abolish the local toll charges on the two area ramps since the turnpike opened in 1963.

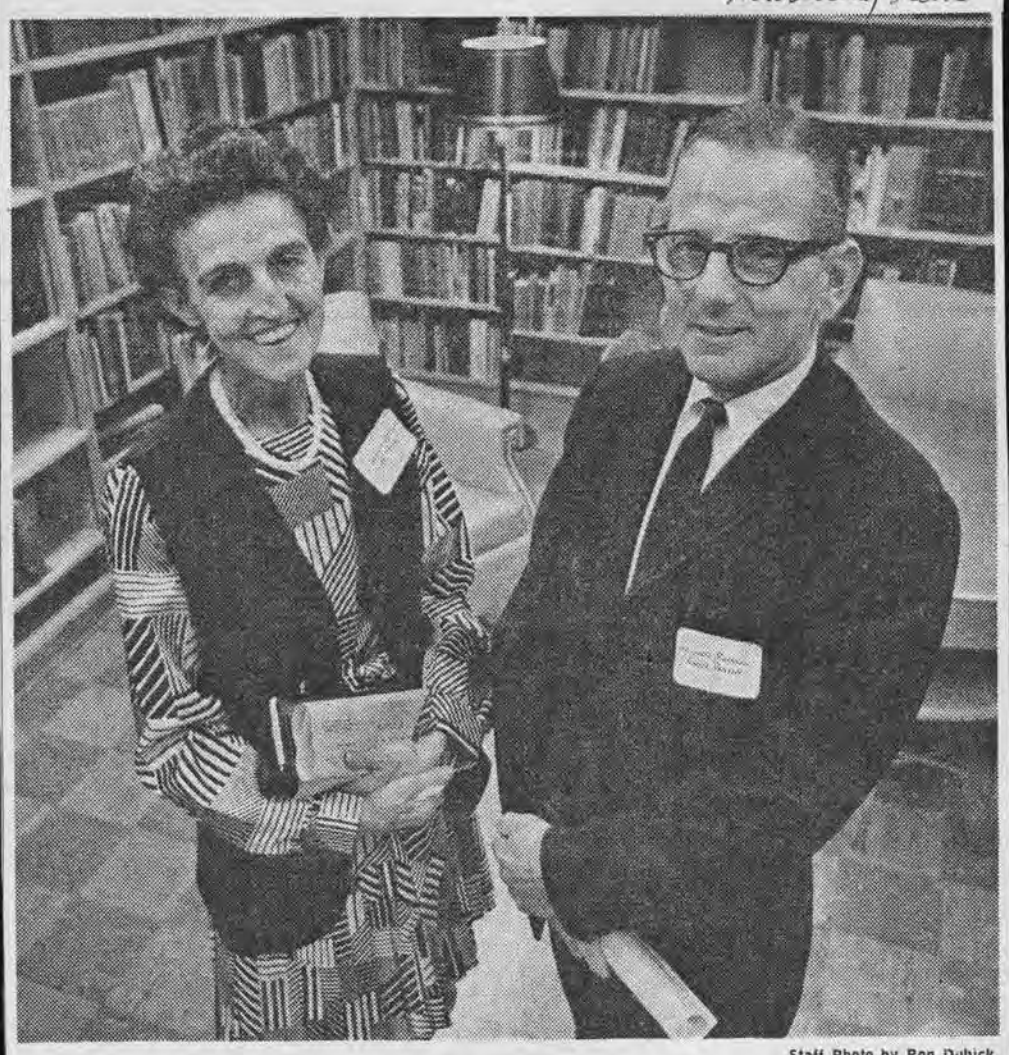
The newest effort, which is described by Billingsley as a method that uses the "through" traffic to ease the financial burden on the local motorists, would become Chapter 55, Title 30 of the Delaware Code if passed by the General Assembly.

"WE simply levy a 5-cent tax on all tolls on the Delaware Turnpike over 25 cents," Billingsley said.

Since the only toll that fits that requirement is the 30-cent toll at the through plaza near the Maryland line, this would force motorists traveling the length of the turnpike in Delaware to pay 35 cents.

The turnpike authority, Billingsley said, would act as a collection agency for the State Tax Department. The state, in turn, would use the extra nickel to underwrite losses in revenue resulting from a reduction in toll charges at two Newark ramps on Delaware 896 and Delaware 273.

10/27/70
Morning News



Staff Photo by Ron Dubick

Top foster parents

Mr. and Mrs. Kenneth R. Parsons of 3732 Old Capitol Trail were given the Foster Parents Award for 10 years of service last night in a ceremony by the Children's Bureau of Delaware at Westminster Presbyterian Church. The Parsons, who have specialized in the temporary care of babies, have taken more than 40 children into their home in the past decade and have adopted one child. The Parsons have three children of their own, plus a dog, a cat, some chickens, a turtle and a frog.

EVENING JOURNAL

9/4/69

Man About Town

By Carl G. Smith

In the lobby of the Hot Shoppes restaurant on the John F. Kennedy Memorial Highway, there is a "governor's corner."

The corner is now occupied by a Willard Stewart portrait of Gov. Russell W. Peterson, which is as it should be.

Another corner is reserved for a picture of Elbert N. Carvel, who was governor when Delaware's turnpike was built and opened in 1961-63. You might call him the toll road's founding governor.

Of course, there WAS a picture of Carvel in the governor's corner until he went out of office in January of 1965. It was moved to the opposite corner. But after about two years, something very peculiar happened. Carvel's picture turned green.

The condition became so obvious after the 1966 election, in which the Democrats were routed, that turnpike manager Charles A. Rutter removed the green picture until a new one could be obtained.

At the instant when Rutter was standing there with the green portrait in his hands, a shaggy-maned personage strode into the lobby from the parking lot. Taking one look at the portrait, the personage declaimed, "That's Bert Carvel. No wonder he's green — he's a Democrat."

Rutter, who was appointed by a Democratic governor himself, looked up and recognized the personage. It was Everett M. Dirksen, Republican minority leader of the U.S. Senate.

Know Your Plants

The turnpike is to be congratulated for another display that hangs permanently in the restaurant lobby. It is a plant identification map of the entire turnpike service area.

Let's say an amateur gardening enthusiast sees a flowering tree in the service area and wonders what it is. He goes inside to the plant map, locates the tree and finds the number 44 printed on it. Then he looks at the list below the map and finds that No. 44 is a Bechtel flowering crabapple.

Thanks to the service area's landscape architect, Edward R. Bachtle, the chart has 61 varieties of plantings to identify, ranging from willow trees to periwinkle.

If you find a plant that isn't on the map, it's probably a weed. Nobody's perfect.

Car of the Pfuture

One more note from the turnpike restaurant. In its parking lot last Thursday was a Mustang with a vanity license plate from New Hampshire. It identified the car as a PFORD.

9/10/69 Morning News

2 Democrats lose jobs under GOP

By WILLIAM P. FRANK

The Republican-dominated state highway commission yesterday "terminated" the employment of two top Democratic officials for "nonpolitical reasons," according to the Republican chairman.

They are Russell W. Whitby, $16,250-a-year motor vehicle commissioner, and Charles A. Rutter, $18,820-a-year general manager of the Delaware turnpike.

Both men were not only praised yesterday by highway commissioners for their work and dedication, but the recently published Governor's Economy Committee report also mentioned their administrations favorably.

Charles S. Eller, chairman of the 11-member highway commission (six Republicans and five Democrats) said the men were not "fired" but are being "replaced."

ELLER said no decision has been reached on replacements.

The decision to replace them was made at a closed meeting yesterday morning in the Highway Department Building near Dover and formalized later at the open meeting.

The Governor's Economy Committee stated about the Motor Vehicle Department: "(It) operates with reasonable efficiency in spite of difficulties during peak periods."

As for the turnpike, the report noted:

"The Turnpike Division is an efficient operation. It has been quick to modify operating procedures and institute new methods as required by experience."

Russell W. Whitby

Charles A. Rutter

THE sparsely worded resolutions pertaining to the status of Whitby and Rutter stated that their employment was to be "terminated" not later than Oct. 15.

Eller said that while the votes on the resolution split along political party lines, it really wasn't politics but rather a new concept of goals for their respective departments that prompted the majority of the highway commissioners at yesterday's meeting to approve the resolutions.

The vote on the resolution that "terminated" Whitby's service was five Republicans in favor and four Democrats against.

Two commissioners, John R. Hitchens, Republican, and Elmer Pratt, Democrat, were absent.

VOTING in favor were Eller, Mrs. Frances De Dominicis, Robert A. Fulwiler Jr., Bernard Isaacson and Charles H. West.

Voting against were Thurman G. Adams Jr., William J. Francis, Lemuel H. Hickman and Ernest E. Killen.

However, when it came to the "termination" resolution for Rutter, it was almost defeated.

Two of the commissioners present, Isaacson and Killen, declined to vote. The final tally

See ROADS—Page 2, Col. 1

9/10/69 Morning News

Roads—

(Continued From Page One)

was four Republicans in favor of letting Rutter go and three Democrats against.

Isaacson said he abstained from voting because his firm had for some time been the auditor for the Delaware turnpike. It is not the auditor now.

KILLEN, a Democrat said he had been appointed to the commission by Gov. Russell W. Peterson and he figured that even if he voted against the resolution, the majority of the commission would have it passed at a subsequent meeting.

Chief Deputy Atty. Gen. C. Edward Duffy, general counsel for the highway department, who attended the meeting, ruled that a motion passed when it receives the backing of the majority of those voting.

Adams praised Whitby and said the motor vehicle commissioner had always operated in a nonpolitical manner. Eller joined in and said there was no question but that Whitby had been a dedicated official.

HICKMAN and again Eller praised Rutter and both said Rutter had seen the turnpike grow from its inception.

During a break in yesterday's meeting, Eller enlarged on his views. He said that Whitby is 68 years old, approaching 69 and that the the Motor Vehicle Department is growing at such a terrific pace that it will require more and more service and will need a younger management to handle the problems.

"It is too dificult," Eller added, "to expect Mr. Whitby to start on 'a new platform.' "

AS for Rutter, Eller said that while he couldn't have asked for a more dedicated man and harder worker than Rutter, the problems of the toll road are rapidly increasing and the highway commission would like to have a general manager who can relate more closely to the work of consultants and also a manager who is not necessaily an engineer but is "engineer-oriented."

Eller further said he would deplore any implication that politics was involved here.

Actually, the "termination" of the services of Rutter and Whitby did not come as a surprise to anyone. It was only a question of when it would happen.

ELLER conceded there had been pressure for some months upon the commission to replace Whitby and Rutter, who do not come under the merit system.

However, the commission chairman stressed, none of this pressure came from Gov. Peterson.

Both Whitby and Rutter had been appointed to their offices by Democrat controlled highway commissions. Whitby, a former auto dealer, has been motor vehicle commissioner for eight years. Rutter, a retired Wilmington schoolteacher, was named general manager of the turnpike in 1963, about seven months before it was opened.

4215. TURNPIKE DIVISION-DELAWARE TOLL ROAD - JOHN F. KENNEDY - HIGHWAY DUAL - DUAL CONCEPT: The Director of Operations displayed to the Department, prints showing a preliminary study of the dual-dual concept for the John F. Kennedy Highway, extending from Basin Road to Route 273. He pointed out that this concept is being extended to include the intersection of Route 896.

The basic purpose of this study is to delineate rights-of-way which need to be protected in order to ultimately construct the dual-dual highway. He pointed out that some of the right-of-way would be needed by late 1970 and the balance in the mid-1980's. His recommendation to the Department was that they approve the concept of the dual-dual in order that the studies may be finalized in order that rights-of-way requirements are definitive to the extent that they may be purchased when available or when development dictates that the lands should be acquired.

Following discussion and upon motion by Mr. Isaacson and seconded by Mr. West, the Department unanimously approved the recommendation of the Director of Operations.

* * * * * * * * * * * * * ** * ** ****

4216. TURNPIKE DIVISION-APPROVAL OF RESOLUTION CONCERNING TERMINATING THE SERVICES OF MR. CHARLES A. RUTTER: On motion made by Mrs. DeDominicis, seconded by Mr. Fulwiler, with Mr. Adams, Mr. Hickman and Mr. Francis voting no and Mr. Killen and Mr. Isaacson abstaining the Department approved the following resolution:

RESOLUTION NO. 3247

Resolved that the services of Charles A. Rutter as Manager of the Turnpike Division of the Delaware State Highway Department be terminated as of October 15, 1969 or as soon thereafter as his replacement can be employed.

* * * * * * * * * * * * * * * * * * * *

OCT.

Nov.

Road board firings held spoils act

From the Dover Bureau

DOVER — Kent County Democratic Chairman James G. Smith Jr., charged yesterday that the firings of Russell W. Whitby and Charles A. Rutter were forced by "job-hungry Republican political bosses."

Smith challenged Gov. Russell W. Peterson and Charles S. Eller, the chairman of the highway commission "to state categorically that Mr. Whitby or Mr. Rutter are either unqualified, incompetent or impossible to work with."

Smith said the Democratic-controlled Kent County Levy Court has not fired a single jobholder left from the previous Republican administration "because the Democrats recognize this type of government as a throwback to the Neanderthal days of the spoils system."

Eller yesterday declined to comment on Smith's remarks.

A spokesman in the governor's office said Peterson, likewise, would have no comment.

EVENING JOURNAL
WILMINGTON DELAWARE
An independent newspaper published every afternoon except Sunday by the News-Journal Company
CHARLES L. REESE JR., Chairman of the Board
CHARLES M. HACKETT, President and Editor
FREDERICK WALTER, General Manager
RICHARD P. SANGER, Executive Editor
LESLIE E. CANSLER JR., Managing Editor
JOHN G. CRAIG JR., Editorial Director
FREDERICK W. HARTMANN, Metropolitan Editor

The Rutter-Whitby Affair

WHEN THE state highway commission "terminated" ("or fired" or "replaced"—choose your own verb) two Democratic officials on Wednesday, it provided a fresh example of one of the many flaws inherent in the commission form of government.

No matter how it is viewed, the severance from the state payroll of Russell W. Whitby, the motor vehicle commissioner, and Charles A. Rutter, the general manager of the Delaware Turnpike, was not pretty.

Yet the major fault lies not with any individual, but with the system, which is not conducive to graceful changes of top-ranking personnel after a change in the state administration.

Much has been said (and doubtless much more will follow) about the influence of "politics" in the decision by the Republican majority on the commission to remove the two officials, whose departments received favorable comment in the report of the Governor's Economy Committee.

Charles S. Eller, chairman of the commission, says that new goals for the departments, not politics, dictated the changes, and there would seem to be little value in pursuing the question further. Any conclusion necessarily would depend on one's definition of "politics" and whether or not its uses are viewed as sinister.

In the case of Mr. Whitby, he is well past retirement age, and it should be pointed out that he could easily have resigned with dignity when he saw the handwriting on the wall. Mr. Rutter, no matter what the outside estimates of his performance, could not have been surprised by the commission's decision; nor could he realistically contest its right to remove him, even if he believed the dismissal unjustified.

It is not necessary to be a devotee of the spoils system to recognize a governor's right to surround himself with high-level officials in whom he has confidence and with whom he feels comfortable, even if by objective standards the newcomers are not demonstrably superior to the men they are succeeding.

In Delaware, however, a governor must contend with a confusing array of boards and commissions which can subvert his wishes (the Youth Services Commission is a good example) and can prevent his designating his own choices for key jobs until such time as his party gains control of the board or commission involved. But it is the governor who is held responsible by the public for the performance of the various state agencies, even those over which he has no control at the outset.

It may, indeed, be unfair for Messrs. Whitby and Rutter to lose their jobs through the action of a Republican-controlled commission while other Democratic appointees—perhaps less capable—retain theirs because Democrats still predominate on their ruling bodies.

But it is equally unfair for Mr. Peterson to have to wait months, even years, to install his entire team, for the voters begin to judge him on the day he takes office.

In a cabinet form of government, which Mr. Peterson long has urged and which the General Assembly will begin to consider next month, distressing situations such as those faced by the highway commissioners and Messrs. Whitby and Rutter would not occur. Men such as Mr. Eller and his colleagues would not have the distasteful task of dumping faithful servants of the state, and the ousted officials would not have to exit with bitterness.

When the administration of the state changed from one party to another, the secretaries of the various departments in the cabinet would automatically depart, as happens in the federal government. Those at the sub-cabinet level (policymaking political appointees not protected by the merit system) also would tender their resignations. The new chief executive then would have the option of retaining those men in the opposition party he believed especially capable and replacing all the others. It would be done cleanly, swiftly and less painfully.

Mr. Rutter and Mr. Whitby held political jobs. They lived by the sword and they might have been expected to die by it. But there is evidence that they were not wholly prepared for an abrupt exit. And, given the lack of consistency among agencies, their bruised feelings are understandable.

This is particularly true in Mr. Rutter's case, for it is not yet clear whether his job would be considered a policymaking position or would fall under the merit system in any reorganization of the agencies now under the highway commission into a cabinet department.

Yet criticism of the highway commission or of the departing officials serves no useful purpose in this instance. Delawareans who wish to see the end of such unpleasant situations should begin now to let their legislators know that they support a rapid changeover to a cabinet form of government.

BILL FRANK

Charles Eller makes best of an unpleasant job

(Memo: In fairness to all concerned, I must soften the cracks I made last week about the Governor's Economy Committee report. I sounded off pretty clearly in my claim that the committee members had not given credit to state agency officials for their ideas on how to save money. After wives of a couple of committee members called me to task on this, I checked. It must be reported that the foreword to the report did give agency officials credit for ideas which were incorporated in the final report. Thanks, gals, for your loyalty to hubbies.)

—

It would be presumptuous for me to think that I can read every bit of the mind of Charles S. Eller, chairman of the state highway commission.

His is a most remarkable mind.

He is a most remarkable chairman. He's on top of everything. He puts in long hours, over and above what is required of him.

Eller is considerate, diplomatic and thoughtful.

As he sits there at the end of that long meeting table, surrounded by fellow commissioners and officials of the Highway Department, he reminds me of a man holding the reins of a multiple-team wagon.

But I had an idea that he didn't relish the task he handled the other day in relieving Charles Rutter from his job as general manager of the Delaware Turnpike or Russell W. Whitby as motor vehicle commissioner.

No matter how hard Eller tried, he really couldn't escape from the accusation that the Republican-dominated highway commission was really axing two Democratic officials because of political reasons.

From the very beginning of the Peterson administration, it was obvious that the heads of Whitby and Rutter were doomed to roll in the sawdust of politics.

It was only a question of when.

And from my point of view, I was wondering

Mr. Frank

how the Republicans were going to do it.

As it turned out, the technique was the old one. A closed meeting; a full discussion; a foregone conclusion; and then the sparsely worded resolution simply stating that, as of a certain date, the services of the two men would be terminated. Period.

A new wrinkle, however, was the applause for Messrs. Whitby and Rutter from a Democratic commissioner and then a few kind words from Eller himself.

Later, Eller expanded upon his kind words, but said that he hated to think that the dismissals would be interpreted as political only.

I think he made the best of an old political patronage procedure.

Whitby is 68, going on 69, and the demands on a motor vehicle commissioner are increasing.

Rutter is not that old and has done a good job as manager of the turnpike, although it is true he would not have won a popularity contest. But then it never occurred to me that Rutter ever thought he was in a popularity contest.

Also, from Eller's point of view, both jobs are going to be overhauled as to specifications, and I feel sure that he does not think either Whitby or Rutter would fit into those new specs.

On the other hand, I don't see how Whitby or Rutter could have expected anything different.

They were each appointed to their respective jobs by a Democratic administration.

If they had been Republicans and a Democratic administration were to have come into power, the same axe would have fallen on them.

Despite the new look at government and the development of the merit system, we still have vestiges of the old patronage system.

Of the two jobs, however, I would think that manager of the turnpike should be covered by the merit system. There is really little in the way of policy that a general manager of the turnpike can initiate by himself.

However, a motor vehicle commissioner is a different person. He has tremendous power; almost quasi-judicial authority.

Once appointed, he can make far-reaching decisions on his own, affecting the privilege of driving an automobile and the registration of vehicles.

The motor vehicle commissioner has far more latitude than the general manager of a turnpike in Delaware.

Hence, this job should not be covered by the merit system. A motor vehicle commissioner, under present conditions, should not be frozen in his job.

Before we forget this incident, may I recall the days when Whitby courageously decided to lift licenses of speeding drivers and brought down on himself the wrath of people?

And let us remember how Rutter stubbornly fought off efforts of Republican legislators to lift the tolls on freeway ramps.

None of these added to their popularity.

And finally, a word about Eller:

He did his job here as well as he could, with compassion and concern, disagreeable though the job must have been.

The Morning News
Opinion

Wilmington, Delaware, Monday, September 15, 1969 * * * Page 18

Report Ignored

On Sept. 8, the Governor's Economy Committee released its report amid much fanfare. On page 60 of this report, the Committee stated in connection with the Turnpike Division of the Highway Department:

"The Turnpike Division is an efficient operation. It has been quick to modify operating procedures and institute new methods as required by experience . . ."

Gov. Russell W. Peterson assured the citizens of Delaware that he would not allow this report to be placed on the shelf and gather dust. No truer words were ever spoken. On Sept. 10, the State Highway Department, under the chairmanship of a Republican who serves at the pleasure of Gov. Peterson, fired the first and only manager of the Turnpike Division.

There is no question but that Gov. Peterson should be congratulated for swift and efficient action. If the rest of Gov. Peterson's reactions to his committee's reports are like his first one, we can assume that what he really meant was that he would quickly burn the report rather than put it on the shelf to gather dust. Someone might find it on the shelf and read what was reported.

Philip W. Orth
State Representative,
17th District
Richardson Park

Evening Journal 9/23/69

e job vo

nomi-
r Jr.,
ficer,
a Wil-

com-
ngler
jority

otion
have

es S.
nmis-
se the
ree in
s re-
ading
auto-
been
ssell
fety.

Earle M. Davis

WITH the insistence of the highway commission on keeping

Earle Davis Named Head Of Turnpike

By WILLIAM P. FRANK

Earle M. Davis, 44, of 8 Clyth Drive, Perth, has been appointed general manager of the Delaware Turnpike, effective Nov. 17, according to Charles S. Eller, chairman of the State Highway Commission.

Davis, physical plant superintendent at Delaware State Hospital, will succeed Charles A. Rutter.

Eller said the decision, by highway commissioners meeting Monday night, was unanimous.

ELLER added that the appointment must be confirmed at the next regular commission meeting, Nov. 19, because there is some question whether Monday's was an open or executive session.

Davis' salary will be $14,400 annually. Rutter's is $18,720.

The commission still is debating selection of a successor to Russell W. Whitby as motor vehicle commissioner. So far, it is understood, commissioners have not been able to agree on a candidate whose name is being closely guarded.

An effort was made to appoint a motor vehicle commissioner at Monday's meeting, but debate became so heated, Eller was forced to recess the meeting several times.

THE two names most prominently mentioned for the post are Clarence A. Brooks, a safety supervisor at the Chrysler Corp. plant at Newark, and William Ringler of Sussex County.

Eller said the press had not been invited to last Monday's meeting because Davis wanted time to notify his superiors at Delaware State Hospital. Nonetheless, it was learned, before the vote was taken, a member of the commission had asked Eller: "Is this an open meeting?"

Eller is understood to have replied, "It is."

This morning, however, Eller said that because of the circumstances of Monday's meeting, not attended by the press because it was not notified, the

See DAVIS—Page 3, Col. 8

Davis Awaits Turnpike Job Confirmation

(Continued From Page One)

appointment of Davis will have to be confirmed Nov. 19.

WHILE the vote for Davis was unanimous, it was learned today that the commission is sharply divided on candidates for the motor vehicle commissioner.

Rutter has been with the turnpike since it opened November 14, 1963. He is a Democrat.

Davis said today he is a registered decline. "I feel sure I was appointed on my merits," he said.

Davis is a native of Wachapreague, Va., and spent 15 years in Saudi Arabia with the Arabian-American Oil Co., where he attained the position of regional maintenance supervisor of the Eastern Providence.

HE returned to the U.S. for his daughter to enter high school in 1963, and, after establishing his family here, went back to Arabia to continue working for Aramco until 1966.

Upon returning to the U.S. to stay in 1966, Davis assumed his current position with Delaware State Hospital.

For the past three years Davis has been responsible for buildings and ground maintenance, utility operation and maintenance, boiler plant production and maintenance, and transportation operation and maintenance.

THIS encompassed the 165 acres of grounds, about 60 buildings or structures and approximately $20 million of capitalization cost with an estimated replacement value of $35 million at the state hospital.

He has had exeprience with initiating contracts, maintaining liaison with the contractors, architectural and engineering firms and general supervision of engineering and maintenance activities for the hospital.

He is married to the former Dorothy Ann Gabriel of Claymont and they have two children.

Hart Battles Choice Of Turnpike Chief

By ALAN MUELLER
Newark Bureau Chief

The Delaware Turnpike may now have a new manager, but the state Republican Party also has a very bitter member who may try to overthrow the party's Senate leaders.

Sen. William F. Hart, R-Chestnut Hill Estates, is normally a smiling, congenial man. He also is a man who, as a legislator, has waged a three-year fight to get local tolls removed from the Delaware Turnpike.

After a long string of defeats, Hart thought he finally had at least a small victory in his grasp: He had recommended a man to replace Charles A. Rutter as general manager of the turnpike and said he had been told by both Gov. Russell W. Peterson and Charles S. Eller, State Highway Commission chairman, that "your man looks good."

THEN, on Tuesday morning, Hart said he received a phone call from Eller who told him that on paper his man looked good but that as a result of a 20-minute interview the commissioners Monday night appointed Earle M. Davis of Perth to the post, not Herbert H. Cornelius of Milltown Road, Hart's candidate.

Describing Cornelius as an individualist, Hart said, "It seems unfair to base a man's whole ability to run a multimillion-dollar job on a personal interview."

"It seems the party has deserted me in my three-year battle with the turnpike and the highway department," Hart said. "I have complained bitterly to Peterson and Sen. Reynolds du Pont."

DU PONT, a Republican from Greenville, is Senate majority leader.

"If the present Senate leadership doesn't stand beside me in my battle with the Highway Department," Hart said, "I will

See HART—Page 2, Col. 1

NG JOURNAL
MINGTON DELAWARE
ublished every afternoon except Sunday by the News-Journal Company
LES L. REESE JR., Chairman of the Board
RLES M. HACKETT, President and Editor
ager RICHARD P. SANGER, Executive Editor
Editor JOHN G. CRAIG JR., Editorial Director
ERICK W. HARTMANN, Metropolitan Editor
ington, Delaware Thursday, November 6, 1969

Hart Threatens Senate Overthrow

(Continued From Page One)

do everything in my power to overthrow it."

"When the GOP got control of the state," Hart said, "I approached Peterson and Eller about replacing Rutter. I recommended Herb through party channels and also to Eller. During the heated debate on the bond bill I was told by Peterson and Eller that Herb looked good."

Hart, although a freshman senator, is in a good position to continue waging his battle with the Highway Department —he's chairman of the Senate's Highway and Public Safety Committee.

HIS last real blast at the turnpike, which although ultimately controlled by bondholders is closely linked to the Highway Department, came in April when, at his request, Newark Finance Director Albert K. Martin did a report on the turnpike's financial condition which showed that local toll revenues were not needed to keep the turnpike in good financial shape because over-all revenues have been rising much faster than anticipated.

After that, Hart dropped out of the battle until last night — because, he said, he didn't want to do anything to jeopardize Cornelius' chances for the job.

"I intend now to renew my fight with the turnpike," Hart said.

"I plan to engage legal counsel to review the whole concept of the turnpike. I strongly feel we must change the trust agreement to remove the local tolls."

It is a road Hart has been down before, but not to the extent he now plans to travel it. During his three-year battle he once tried to get the tolls removed because the agreement which set up the turnpike said that it was designed for the benefit of the people in the state. An attorney general's ruling knocked that argument down, Hart said.

Then he tried the legislative route but was blocked by the trust agreement. Upon further research, he found that the bondholders might act to remove the local tolls if they received a recommendation to that effect from the Highway Department.

THE Highway Department, Hart said, told him they would have to have a favorable consultant's report. A report was made, and it was unfavorable. However, Hart said, instead of basing the conclusion on the standard traffic counts, the report based it on classes of use and concluded that without the tolls the road would be flooded by local traffic.

So, back to the barrier.

But now, there's a bitter Hart at the barrier. "I intend now to review every bill that comes in from the Highway Department," he said. "I know this man (Cornelius) very well and I know his accomplishments. I strongly question the ability of the highway commissioners in turning him down so I will question their decisions in other areas."

FURTHERMORE, Hart said, "I look forward favorably to the day when this commission is abolished." That day may be close, because the commission would be abolished under the proposed cabinet form of government. "I hope early in January," Hart said.

Hart said he has nothing against Davis, in fact has never met him. However, he said, in Cornelius, a cost controller for a Pennsylvania firm, he had a man "who could be trusted and who could make the turnpike part of the Newark scene."

With Cornelius at the helm, Hart said he felt there would be a better chance to obtain "a really fair consultant's evaluation the effect of removing local tolls could have on the turnpike."

He hastened to point out that Cornelius wouldn't have agreed with him just for the sake of agreeing, and had told him that although he thought the local tolls were basically unfair he would have to get all the facts before making a personal decision.

"IF he said they were needed," Hart said, "I would have dropped my fight."

Cornelius does have one plus Davis doesn't, Hart said. He is a native Delawarean. He also is a 1938 graduate of the University of Delaware with a degree in economics. In addition, Hart said, he set up the engineering updating and cost-control department for the Ronson Corp. and worked on the planning and construction of the Tidewater Refinery.

"He was a good man," Eller said last night, but the commission unanimously voted to appoint Davis to the post. There were other candidates in the beginning, Eller said, but it narrowed down to Davis and Cornelius by Monday night. Davis, he said, was not recommended by anyone, but instead submitted an application on his own.

ELLER added that he would make no further comment because he did not want to get into a controversy.

Even with the latest defeat, there's hope, Hart said, in that the federal government also is opposed to having toll roads as part of the interstate highway system and might some day move to buy them out. The Delaware Turnpike is part of Interstate 95.

Beyond that, "Newark area residents eventually are not going to need the turnpike when the beltway and the north-south expressway are built, but until then here it is," he added.

"The thing that disturbs me the most is that the turnpike has not kept pace with the times or with the needs of the community. The tols should have been removed as soon as it became part of Interstate 95," he said.

HART's fight with the Highway Department extends beyond the turnpike The department has a beautiful new building in Dover, he said, but is only paying its beginning maintenance men $1.70 an hour. There also aren't enough engineers, he said. "I think the highway department is decaying," he said.

Eller said the low wage is definitely a problem, leading to rapid turnover and low-quality work. He said he is working with the state Personnel Department to raise the starting wage for all laborers to combat the problems. The wage is fixed under the merit system.

Meanwhile, the toll problem remains for Hart. It all started, he said, "when I saw a guy hiding behind a toll booth radioing to a state trooper about violators.

"Since then the turnpike has been my life, and I thought most of the people in both parties agreed with me. This is really a blow to me."

11/6/69 - Morning News

Hart hits turnpike selection

From the Newark Bureau

A disgusted, bitter Sen. William F. Hart, R-Chestnut Hill Estates, lashed out last night at the appointment of Earle M. Davis of Perth as general manager of the Delaware turnpike.

"I have nothing against Davis," Hart said. "I have never met him."

What Hart said he is bitter about is that the job was not given to Herbert H. Cornelius of Milltown Road, who Hart had recommended for the post.

Hart has been fighting with the turnpike for three years over the local ramp tolls, which he wants eliminated, and after a long string of defeats "felt if I could have a part in recommending a man for general manager who could be trusted and make the turnpike truly a part of the Newark scene then I could make some headway.

Cornelius, Hart said, is a University of Delaware graduate and has a long string of professional accomplishments, including setting up an engineering updating and control department for the Ronson Corp.

Plan to widen turnpike strip is discussed

By ALAN MUELLER
Newark Bureau Chief

A plan to create a dual Delaware Turnpike, with as many as 12 lanes, plus a possible cut in local tolls was discussed yesterday by state highway officials.

And in return for a promised decision on the toll situation within the next two months, two state legislators agreed to hold off on their plans to introduce a bill which would levy a tax on the barrier toll in return for a reduction of ramp tolls.

THE expansion plans were revealed by Ernest A. Davidson, state highway department director. In addition to a third lane in each direction, a project just about completed, he said that present plans call for dualization of the Delaware Route 273 and 896 interchanges, sign improvements and rights-of-way acquisition for the next project — the addition of three more lanes in each direction between Delaware Route 141 and Delaware Route 273, to be completed by 1974.

As State Reps. John G. S. Billingsley and George Jarvis, both Newark area Republicans, sat somewhat stunned, Davidson outlined the projects.

THE Route 896 interchange dualization job, which involves putting another bridge over the turnpike, recently was let to bid, he said. Plans are under way to advertise the Route 273 interchange job. Beyond the proposed 12-lane roadway between Routes 141 and 273, Davidson said, plans are to add two additional turnpike lanes in each direction between Routes 273 and 896, but no additional lanes between Route 896 and the Maryland-Delaware line.

The turnpike job between Routes 273 and 896 would be completed by 1980, Davidson said, which would mean by that time the turnpike, east from the Maryland state line, would have six lanes to the Route 896 interchange, then 10 lanes to the Route 273 interchange and then 12 lanes to the Route 141 interchange at Basin Road. From that point further east, the highway becomes Interstate 95.

INSTEAD of having 10 or 12 lanes, Davidson said, the new lanes would be placed outside the existing roadway in each direction. Under such a concept, he said, the inner six lanes the present road) would be used primarily by through traffic and the outer lanes primarily by local traffic, with crossovers at selected points.

All of the plans are based on a recently completed traffic and consultant study he said, and will be expensive.

Financial plans currently call for the turnpike to borrow $6.5 million in July to finance the rest of the first phase, he said. Originally, he said, the cost for the first phase was estimated at $10 million, but when the new studies were completed and recommended, the dual-dual concept changes had to be made in the interchange plans. Current estimates are $17 million, he said, with the route 273 interchange alone costing $5 million.

THERE would be one other large expenditure, Davidson said, a $16-million-plus bond issue would be needed in the fall of 1972 to finance the rest of the second phase and the third phase of the project.

Davidson stressed that the plans still are in a preliminary stage, but Charles Eller, State Highway Commission chairman, said: "We believe the need is there to move ahead with this planning. We can't let traffic choke us."

A recent survey showed that the turnpike already is carrying the number of vehicles that earlier forecasts predicted wouldn't be using it until 1990.

With the emphasis on the need to expand, Eller launched into the subject the legislators really wanted to discuss — the local tolls.

For the past several years several legislators have been attempting to either reduce or eliminate the local ramp tolls.

A CURRENT attempt to do something about the situation is a proposed bill, cosponsored by Billingsley and Jarvis, which would place a small tax on the barrier tolls, the money from which would be used to offset a reduction of the 25-cent toll at the Route 896 interchange and the 15-cent toll at the Route 273 interchange.

Eller told the legislators that the turnpike consultants have been asked to study the financial impact of either reducing the ramp tolls outright or combining such a reduction with an increase in the barrier toll.

THE report and recommendation is due either in late January or early February, Eller said. If it is favorable — in terms of a reduction — he said he anticipates no problem in having the highway commission authorize and the turnpike trustees accept such a reduction.

He asked for, and received, a pledge by the legislators to not introduce their bill until the report is received and acted upon by the highway commissioners.

Billingsley added, however, that if the tolls aren't reduced, he plans to go ahead with the bill, despite what Eller said were possible legal questions about its constitutionality.

ELLER said that at a meeting last month of highway department and turnpike officials, the consensus was that the bill was unconstitutional because it would tax a contract and that if it were passed it probably would be tested in court.

Even though "we think we would win," Eller said, if the tax were upheld, "it would be the kiss of death to our ability to raise any money" for turnpike expansion. With any kind of tax, he said, the turnpike wouldn't be able to sell bonds.

"I don't think so," Billingsley said, pointing out that his bill would amount to a tax on turnpike users, not the turnpike itself.

11/14/69

11/14/69

Morning News 12/24/69

Job complete

Turnpike wider, so barriers go

When the James Julian Construction Co. removed the last of the heavy wooden barriers used during the widening of the Delaware Turnpike last week, the State Highway Department breathed a thankful sigh.

The Julian people had won a long battle with the elements that started when heavy rains disrupted construction schedules this summer and ended when paving was finished before the first big snow.

"We are very appreciative," said Ernest A. Davidson, director of operations for the highway department. "We had our fingers crossed and I'm sure Julian did too."

WHEN the highway department first opened construction bids for widening the turnpike from four to six lanes, it deemed the bids too high.

Contractors explained the high bids by saying the one-year deadline specified by the highway department did not allow enough time for the job and would require abnormal expenses, such as overtime pay.

So the highway department readvertised for bids in November 1968, allowing two years to complete the job but writing the specifications in such a way that doing the job in one year would benefit the contractor.

Julian decided to give it a try, submitted a bid for $5.2 million and won the contract.

"WE couldn't have done it without those barricades," said Joseph Julian, who headed the project.

"They pretty much isolated our work crews from the traffic, protecting both our men and the motorists. They gave us a flexibility on the hours and days we could work," he said.

Julian said that most weeks his men worked six days, going the whole seven in some weeks.

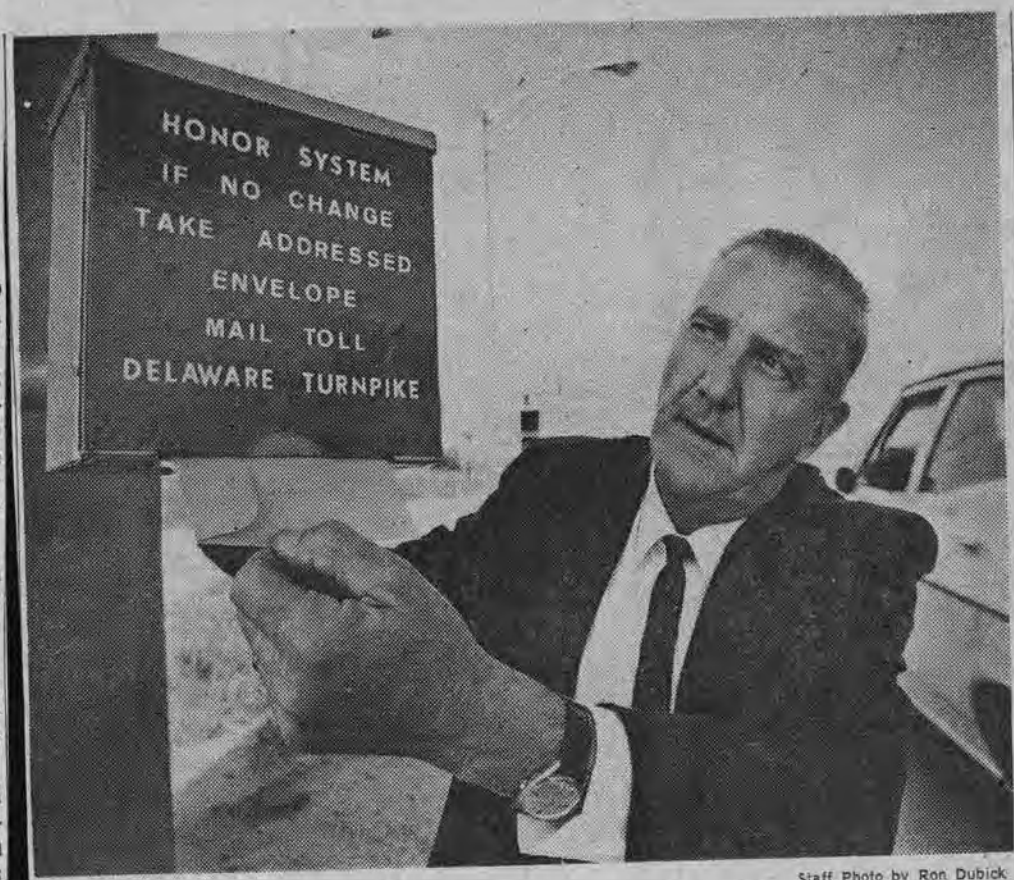
The barricades also gave Julian and the highway department a major headache. Snow removal would have been a serious problem with the barricades in place, leaving little or no room for pushing the snow off the road and creating a real traffic flow problem.

WITH almost a week to spare in a job that took just under a year, the Julian crews finished and removed the barricades before the snows came.

There's still some work to be done, but it's of a minor nature, says Davidson, "things like reseeding the median strip."

"Davidson said there is nothing left that he knows of that will require closing any lanes.

"It was one good operation all around," said John Lewis, project engineer for the consulting firm of Howard, Needles, Tammen & Bergendorf.



Staff Photo by Ron Dubick

Enveloping Honor System

For those motorists exiting from the John F. Kennedy Turnpike without correct change for the toll machines, Elmer Faries, electrical and mechanical supervisor for the turnpike, demonstrates the envelope honor system. Motorists take a self-addressed envelope and mail in their toll money.

Honor Not-so-Bright

IF THE HONOR system worked everywhere as it has for the Delaware turnpike, proctors would soon outnumber students at final exams.

The short-lived experiment in trusting drivers to mail in unpaid tolls when they lacked exact change for the automatic collectors was noble. Unfortunately it was also expensive. In only 23 days, the disappearance of 26,213 toll envelopes and the reappearance of only 582 of them with legal tender cost Delaware $4,000.

But that's only money. The greater sense of loss comes with the realization that Leo Durocher has a better line on the sporting conscience than did Sir Robert Baden-Powell.

Some indication of that painful conclusion can be seen in the rationalization of a sadder but wiser Earle M. Davis. The general manager of the turnpike, understandably aghast at motorists' "flagrant misuse" of the tentative privilege, attempted to soften the blow. "I still feel," said Mr. Davis, "it is not indicative of our citizens in general."

Hopefully so, Mr. Davis, but 25,000 missing envelopes is a pretty strong invitation to skepticism.

4-1-70

Reduced toll rates start at Newark

The reduced toll rates at the Delaware Turnpike's Newark ramps go into effect at noon today.

At Delaware 273, the rates change from 15 cents to 10 cents for passenger cars, pickups and panel trucks; and from 30 cents to 25 cents for larger trucks and other vehicles.

At Delaware 896, the reduction is from 25 cents to 15 cents for the passenger-car group, and 50 cents to 40 cents for the others.

Earle M. Davis, general manager of the turnpike, also said yesterday that an honor system will be installed "in the near future, perhaps within the next 10 days" so that patrons who find they don't have correct change can forward the toll later.

Envelopes with the turnpike address will be placed in a dispenser at the toll plaza, so that the toll can be mailed.

DEC 22-69

69 DEC 22

How's business?

Honor system still basic in business

Just because not everyone sent in his tolls right away and the Delaware Turnpike is going to do away with its honor system, we certainly hope government agencies will not lose all faith in man's basic honesty.

After all, almost everyone who went through a local exit toll on the turnpike without the correct change seems at least to have

By JOHN D. GATES Business Editor

taken an envelope. That shows some conscience.

There were 26,213 envelopes taken, which surely means that there were 26,213 honest intentions to pay the toll. The fact that only 582 fares were actually received by the turnpike is admittedly discouraging, but hardly enough to justify abandoning hope.

We're convinced the honor system has its place in the United States and that it's not necessarily limited to Lincoln, Neb. It is not true that people will cheat a machine every chance they get.

MACHINES are much more likely to cheat people than people to cheat machines, as any coffee or cigarette addict can attest. Or, have you made a call from a pay phone recently?

Delaware's motorists are being short-changed by the decision only 23 days after its inception to remove the honor toll system, unless of course, someone is bright enough to suggest the doing away with the local tolls altogether, while they're at it.

On a more serious note, it seems absurd to expect someone to take the trouble and the money for a stamp to send in a dime to the Delaware Turnpike when chances are he thinks the fare is unfair anyway.

IF the honor system was viewed by some as a license to skip payment when they didn't have the correct change, no one should be too surprised. Experience shows most people are honest to the degree that they will pay if they have the change.

But to expect tired commuters to forego the convenience of the turnpike just because they don't have the correct change is to misjudge human nature. To expect them to honor the honor system is a still bigger error.

If the law would permit it, Delaware would be better off without local exit tolls and with a somewhat higher transient toll at the state line.

* * *

Dishonesty Ruining I-95 Honor System

By Gary Patterson

Honesty may well be the best policy but some users of the Delaware Turnpike, almost 19,000 of them, have decided to forget whatever it was the minister, priest, or rabbi had to say last weekend.

An honor system which allowed the turnpike user, mostly regular commuters, to "owe" the fare they perhaps did not have, was implemented on June 8 by the turnpike administration. At about the same time a law went into effect giving police the power to arrest persons who were not paying tolls. The result has been that users of the toll ramps, when not in the mood to pay, have been grabbing envelopes and thumbing their noses, so to speak, at police.

But what is worse the envelopes are apparently becoming collector's items cause they're sure not coming back to the turnpike offices with money in them.

According to Earl Davis, turnpike manager to whom we addressed the question Monday, from June 8 to June 25, a period of 17 days, 19,135 envelopes were picked up at toll booths by motorists. As of June 25 only 399 had been returned. Figure it out yourself. Almost 19,000 unpaid fares at 10 or 15 cents a piece adds up to a healthy chunk of lost revenue.

Davis, the genial manager, is not ready to make an announcement about the situation, but needless to say the Delaware motoring public has proven to be a disappointment, morally and financially. And the turnpike manager, while he has no control over the former, certainly can make a decision about the latter.

Pike honor system will be discontinued

7/2/70

From the Newark Bureau

The new Delaware Turnpike honor system, less than a month old, has been misused, abused and will be discontinued Saturday, it was announced yesterday.

Earle M. Davis, turnpike general manager, said yesterday morning that in the first 23 days of the system's operation, 26,213 envelopes were taken by motorists and only 582 fares were returned. Other envelopes were returned, he said, but contained such items as stamps and blank pieces of paper.

The failure cost the state an estimated $4,000, not counting the money that wasn't collected.

THE system, Davis said, "has failed," and "the flagrant misuse . . . dictates removal of this privilege."

Consequently, he said, the new metal boxes will be removed Saturday and "the state police will be very busy if the violations of the honor system are any gauge of the number of persons violating the use of the turnpike."

Davis added, though, that even though it is obvious "some persons considered the system a joke from the start, I still feel it is not indicative of our citizens in general."

He said final revenue figures for the time involved won't be ready until after July 15, but in terms of the envelopes, the boxes, installation and removal, about $4,000 has been lost. The envelopes, he said, cost $5.70 per 1,000.

THE number of envelopes taken at the three local interchanges, Davis said, ranged from 450 at one of the three machines on Delaware 7 to 5,230 at the on ramp for Delaware 896. Returns, he said, ranged from 8 at the Delaware 7 machine to 124 at the Delaware 896 off ramp. The 896 off ramp, he added, accounted for 4,376 envelopes.

Delaware is not alone in the failure of the honor system, Davis said. At least two other turnpikes — Maryland and the Garden State in New Jersey — also tried and failed.

BILL FRANK

July 1970

Highway Department put to rest with proper rites

July 15, 1970 at around 5:15 p.m. was the end of a great era in Delaware.

There were no dirges nor fanfares, but later in the day, a dinner in Dover's Dinner Bell to mark the event.

Gov. and Mrs. Russell W. Peterson graciously and most significantly honored the occasion by their presence.

It was "hail and farewell" time for the old state highway commission.

The commission, created by a Republican governor, John G. Townsend Jr., in 1917, was gently, fondly and even lovingly ushered into the past by a Republican governor.

The commission with its great and far sweeping powers now becomes an advisory council to the new Department of Highways and Transportation.

I say "merely" because the advisory council will have limited powers.

It will make up what is known as the six year capital improvement program and pass on alignments of main highways, known as corridor routes.

It will no longer have power to fix speed limits, authorize traffic lights, pass on construction or improvement of secondary roads, urban streets, or bridges.

No longer will citizens find any balm in going before a highway commission with gripes and hope to have their gripes corrected.

For example, a certain well known contractor appeared before the highway commission yesterday with a complaint that he should have gotten a certain contract because he was, after all, the low bidder. He was successful.

Over the years, innumerable citizens, high and low, influential and just ordinary, have appealed directly to highway commissions that have patiently listened to all arguments.

In nearly every case I ever heard discussed justice was the order of the day.

The new department will be headed by a secretary, A. Kirk Mearns Jr. He is not an engineer. He is an administrator.

Under him, presumably will come Ernest A. Davidson, a recognized civil engineer with considerable experience not only in his profession but also in administration.

As I see it, Davidson, along with Joe S. Robinson, currently chief engineer of the old Highway Department, will handle the day in and week out operations of the department.

But all final decisions on the innumerable duties of the Division of Highways will be made by Mearns. This will range from construction to maintenance, stop lights, traffic lights, bridge maintenance and so on.

If citizens have a gripe about what appears to them to be an important though small road, they'll have to see the secretary. He'll be the last word.

This is not going to dawn upon most people until several months after the new department is activated.

Did the old system work?

Well, it wasn't 100 per efficient, but it got along pretty well within the restrictions placed upon it by the General Assembly and outcries of citizens under our democratic system.

Who will be on the advisory council? Six Republicans and one Democrat, but as I see it politics won't count one little bit.

Here they are:

Charles S. Eller of Newark, Mrs. Frances DeDominicis of Claymont, Bernard B. Isaacson, Wilmington, John R. Hitchens of Georgetown, Robert A. Fulwiler, Wilmington and Charles H. West, Milford, all Republicans.

Mr. Frank

The lone Democrat will be Ernest E. Killen of Dover.

Those who drop out because their terms have ended are:

Thurman G. Adams Jr. of Bridgeville, William J. Francis, Townsend, Lem Hickman of Frankford, Henry Voshell of near Dover.

Of these, Adams and Hickman are veterans. For about nine years, along with others on the highway commission, they served faithfully, without pay and often little thanks.

They've taken a lot of lip; for example, once a woman called Adams. She was furious about some drainage problem. She told him, "And remember, Mr. Adams, I help to pay your salary as a highway commissioner and I even helped to get you elected to the commission,"

Poor woman later learned to her dismay that highway commissioners do not get paid and are certainly not elected.

Over the years, there've been a lot of complaints about the highway commission but for the past 20 years it has been one of the most remarkable open door agency in the state.

On behalf of those of us who have watched the commission over the years, I take the occasion to salute all past members and the new advisory council.

DAILY NEWS, MONDAY, AUGUST 3, 1970

The Inquiring Fotographer

By JIMMY JEMAIL

THE NEWS will pay $10 for each question accepted for this column. Today's award goes to Mrs. D. Blank, 133-01 Sanford Ave., Flushing, Queens.

THE QUESTION

The Delaware Turnpike Authority canceled its honor system of collecting tolls after less than one month because of widespread cheating. Does this indicate that people are basically dishonest?

WHERE ASKED

Various spots

THE ANSWERS

Robert Fils-Aime, 57th Ave., Elmhurst, Queens, book store manager: "No. The average man or woman is basically honest, but there is a bit of larceny in all of us. Furthermore, if all of us were 100% honest, it wouldn't be necessary to have so many laws, so many policemen and so many jails. Complete honesty is Utopia."

Julio Alvarez, Walton Ave., Bronx, college student: "It indicates that most people are somewhat dishonest. I'm rather young to be disillusioned, but that seems to be the way of life. As young as I am, I'm of the opinion that there's no such creature as a 100% honest man, not even in religious orders."

Roy Hunter, Brooklyn Ave., Brooklyn, accountant: "If you can point to one completely honest man, it isn't true. I can point to one. Me."

Angelo Larcarbonaro, Boyd Ave., Bronx, cost appraiser: "This rather small matter doesn't prove that most people are basically dishonest. It merely points up the fact that we are human, with human frailties, and that there is a bit of larceny in all of us. Would anyone resist misappropriating a million dollars if he were sure he wouldn't be caught? Yes, many."

Lupe Moreno, Manhattan, bank employe: "Yes, in small things that don't make much difference. If people can get away without paying a toll, why should they pay? The Delaware Turnpike Authority has learned something that should have been apparent."

Kurt Sternberg, Valentine Ave., Bronx, office worker: "No. That's too general a statement. It indicates that some people are dishonest. I'm sure that most of those paying the tolls observed the honor system to the letter. However, there has been a great change in the world. There are many more dishonest people."

DEC 1970

MAR • 71 •

DEC 1970

MAR • 71 •

12/17/70 Morning News

New pike ramps open at Newark

New entrance and exit ramps on the Delaware Turnpike at Delaware 896 opened this morning.

Southbound traffic leaving the turnpike to go south on Delaware 896 will now take a new exit, rather than share a ramp with 896 traffic going north to Newark.

And motorists coming from the south on 896 and wanting to go south on the turnpike will also find a new entrance ramp waiting for them.

A turnpike official suggested yesterday that motorists watch the signs.

12-28-70 Morning News

River oil spill caught

The Delaware Water Corp. was able to treat a recent oil spill on the Christina River with activated carbon before the oil contaminated drinking water.

Eugene D. Sheats, a local manager for the Delaware Water Corp., said he detected an oil spill on the Christina River on Dec. 24.

The spill was traced to the service area between Delaware 273 and Delaware 896 on the Delaware Turnpike, according to Earle M. Davis, general manager of the turnpike.

Davis said about 100 gallons of diesel oil apparently came from a tanker truck off-loading at the Esso service station. The oil went into a small creek which runs into the Christina.

The water company serves the Newark area.

2/26/71
Morning News

As seen from here

Detour; large city ahead

Interstate 95 is supposed to be the nation's most urbanized "I" route, tying together four of the 10 largest American cities and passing through 16 of the 150 largest.

In actual practice, I-95 has shown remarka-

Mr. Smith

ble ability to slice through medium-sized cities but it has encountered serious obstacles in the five largest cities along its path.

I-95 was completed as a six-lane toll road several years ago through what are now the nation's 56th, 86th, 104th and 138th largest cities — Richmond. Bridgeport, New Haven and Stamford, respectively.

It has now been finished as a freeway through 23d-ranking Jacksonville and 71st-ranking Providence. It goes into, but not beyond, 41st-ranking Miami. One of its beltways serves 131st-ranked Alexandria.

In addition, traffic rolls unimpeded by stoplights through such lesser cities as Pawtucket and Wilmington, both in the 80,000 class; Chester and Fayetteville in the 50,000 bracket; New London and Petersburg in the 30,000 bracket, and numerous smaller cities that used to be traffic bottlenecks.

But what of the really large metropolises? Where does I-95 stand in relation to the nation's 1st, 4th, 7th, 9th and 16th cities — New York, Philadelphia, Baltimore, Washington and Boston?

Each has its own unique problem but the answer is basically the same — it will always be better for through traffic to bypass those cities than to try to roll through them on I-95. The bypasses are already available and are serving their purpose of keeping through traffic out of the congested central cities. Here's the story:

NEW YORK — I-95 is completed across the northern end of Manhattan and into the Bronx, but there is a bottleneck where a multi-million-dollar interchange is under construction. It is currently a forest of concrete pillars without the steel beams that will eventually support a maze of roads and ramps. But even when it is finished, there will never be enough lanes to prevent congestion. Widening is impossible in Manhattan because the road runs between solid rock walls, and double-decking will not be feasible because apartment buildings straddle the roadway. So New England-bound motorists will do better to cross the Hudson on the Tappan Zee Bridge (I-287) and leave New York City to the New Yorkers.

PHILADELPHIA — Now that a $28 million cover for the Delaware Expressway's historic area has been approved, the route probably will be built in time for the 1976 bicentennial, but wise north-south motorists will continue to stay on the New Jersey side of the river, using either the turnpike or I-295.

BALTIMORE — With the harbor tunnel about to be widened and with a six-lane beltway (I-695) circling the other three sides of the city, nobody is suffering for the lack of a direct freeway route through the heart of the city, and it may well be decided that there is no need to subject the inner city to such drastic surgery.

WASHINGTON — The Capital Beltway (I-495) and Anacostia Freeway (I-295) make it unnecessary to go downtown in order to move from Maryland to Virginia on I-95, and if the residents of the District of Columbia can persuade Congress that Metro subway trains are better than a network of freeway ditches, few outsiders will complain. The odds are now that it will be a long battle but the residents will win.

BOSTON — The foresighted Commonwealth of Massachusetts already had a freeway-type beltway around Boston before the interstate system came along. Known as Massachusetts 128, it provides an easy way for Maine-bound motorists to get from I-95 south of Boston to I-93 or I-95 north of the metropolis. Also completed is I-495, probably the farthest-out beltway in America, circling Boston at a distance of 25 to 30 miles. Why should anyone want to drive downtown except to visit Boston itself?

The pattern has become clear although it has not yet been translated into official policy. Even with freeways, it is still not desirable to route motorists through the middle of a city in order to get them to the other side of it. Far better and faster routes can be provided around the fringes of the cities.

In Delaware, this means that through traffic should be routed around Wilmington on what is now known as I-495, as soon as it is completed. In the larger cities, it means renumbering the interstate system to acknowledge this new reality. Cities generate enough traffic to fill their own freeways without any help from outsiders who are just passing through, and not even an eight-lane freeway can change that fact.

By CARL G. SMITH
Editorial writer

Tipping ok'd for roadmen

The State Highway Department has been authorized to crack the "no tip-lousy service" problem in restaurants patronized by snow-fighting employes of the department.

A new ruling also applies to any highway department employe on an emergency mission who has to eat in a restaurant.

From now on, the department will pay tips to waitresses and thereby, the department hopes, its employes will get better service.

AS if the 11-member state highway commission had nothing else to worry about, it was recently confronted with this presumably all important problem of indifferent restaurant service to employes on emergency duty.

It appears that department employes, particularly those on snow clearance jobs, found that when they went to restaurants, the service for them was exceptionally slow.

They found out why. The employes had meal tickets from the highway department but since the department had made no provisions for tipping, the men just didn't leave what are pleasantly known as gratuities.

THIS slow service began to have an effect. Department employes had to wait longer than usual for their meals as the gratuity-minded waitresses just kept on passing them by.

So now a new system has been adopted by the department:

All employes on emergency duties who use departmental meal tickets are authorized to write down on those tickets tips on the following scale:

Up to $1- a 15-cent tip; from $1 to less than $1.50, a 20-cent tip; from $1.50 up to $2, a 25-cent tip and from $2 to $2.25, a 30-cent tip.

THESE meal tickets with tips noted on them are turned in by the department employes; the restaurant proprietors pay the waitresses the tips and the highway department repays the proprietors—and hopefully, everyone is happy.

"This may help reduce the lost time in snow-removal operations," says Ernest A. Davidson, director of operations for the department—with fingers crossed.

$7 Million Motel Slated Near Airport

By CY LIBERMAN

A $7 million 300-room motel equipped for conventions and offering recreational facilities for local use will be built along Interstate 95 at Airport Road by Host Enterprises of Lancaster, Pa.

Richard S. Solove, an official of that firm, said today the project will be started this summer, after the firm gets a similar project in Harrisburg, Pa., well under way. The Harrisburg motel is to be under construction in about two months.

THE 30-acre site for the motel is south of Interstate 95, along the special ramp that leads off the eastbound roadway to serve Airport Road. A Stuckey's Pecan Shoppe is nearby. The site is adjacent to Nonesuch Creek and about half of it is marshy land.

The Host firm specializes in resort and convention business at its motels. It has three in Lancaster, including the Host Farm and Host Corral, whcih are self-contained resorts with 525 rooms on a 355-acre site.

Solove describes the motel to be built here as a convention center and resort. Its commercial facilities, including the recreation equipment, will be available to local people as well as motel guests.

THIS will include tennis courts, an outdoor ice skating rink, two pools — one indoor, one outdoor — and a health club and sauna bath. There will also be a special kind of golf game, called a "landing area" course, being patented by Alexander Garber, chairman of Host Enterprises.

There will be banquet and catering facilities, a shopping area of about 5,000 square feet, and about 24,000 square feet of rentable office space. There will also be a game room for pool, billards, table tennis and pinball games.

Other facilities listed are a ballroom to accommodate 750 persons, a restaurant seating 550, five meeting rooms seating a total of 240, a dining room for 225, a coffee shop for the same number, and a snack bar for 150. There will also be exhibition space.

HOST Enterprises is presently building two resort hotels in the West Indies, at Curacao and Bonaire, costing $44 million, Solove said.

He said the firm already owns the land here and the zoning is appropriate.

Motel complex planned near airport, I-95

By CY LIBERMAN

A firm specializing in resort motels plans to build a $7-million, 300-room complex with convention and recreational facilities along Interstate 95 near Greater Wilmington Airport.

The site for the project has easy access from one side of the Kennedy Turnpike (I-95), but guests at the proposed motel may need a special map to show them how to get back on the turnpike if they are headed for New York or New Jersey.

THERE is a ramp from the eastbound lanes of the turnpike to serve Airport Road, and access to the motel site is by the use of this ramp. There is no return ramp at that point, however. Airport Road leads to Basin Road, and the Basin Road interchange can be used to get back on I-95 headed for Wilmington or for Baltimore.

But that interchange does not connect with Interstate 295 leading to the Delaware Memorial Bridge. The result is that a motorist on the motel site who wants to reach the bridge will have to use Basin Road and the DuPont Highway, which may seem complex to those not familiar with the territory, although the distance is short.

Similarly, a map will probably be needed by westbound travelers on either I-95 or I-295 who wish to reach the motel site.

RICHARD S. Solove, an official of Host Enterprises of Lancaster, Pa., said construction on the motel will start this summer. A similar one in Harrisburg is to be under construction in about two months.

Solove describes the motel to be built here as a convention center and resort. Its commercial facilities, including the recreation equipment, will be available to local people as well as motel guests.

THESE will include tennis courts, an outdoor ice skating rink, two pools—one indoor, one outdoor—and a health club and sauna bath. There also will be a special kind of golf game, called a "landing area" course, being patented by Alexander Garber, chairman of Host Enterprises.

THERE will be banquet and catering facilities, a shopping area of about 5,000 square feet, and about 24,000 square feet of rentable office space. There also will be a game room for pool, billards, table tennis, and pinball games.

Other facilities listed are a ballroom to accommodate 750 persons, a restaurant seating 550, five meeting rooms seating a total of 240, a dining room for 225, a coffee shop for the same number, and a snack bar for 150. There will be exhibition space as well.

HOST Enterprises is presently building two resort hotels in the West Indies, at Curacao and Bonaire, costing $44 million, Solove said.

He said the firm already owns the land here and the zoning is appropriate.

Strike continues

PARIS (UPI) — Postal workers throughout France stayed off their jobs for the second straight day yesterday disrupting mail deliveries and telecommunications. Government officials estimated that 36,000 persons walked off their jobs of about 200,000 scheduled to work. The main issue for the strike was a higher wage demand.

Weiss Would Free Open-Road Souls

By WILLIAM P. FRANK

Gypsies, vagrants, vagabonds and tramps, along with wanderlust youth would benefit from the hitchhiking reform bill introduced by State Rep. Daniel E. Weiss, R-Northshire.

Weiss' H.B. 144 provides for amendments to the present antihitchhiking and anti-vagrancy laws.

Under his proposed bill none of these characters would automatically be sent to prison if arrested only for hitchhiking or because they "roam about from place to place without any lawful business or occupation."

If anything, under Weiss' provision, they could still be fined from $10 to $100 and costs, but if they couldn't pay the fines, they still would not be sent to prison.

UNDER the already established antidebtors prison law, they would have the opportunity to meet their fines on the deferred payment plan.

Weiss, who is a freshman legislator, said he has become very much concerned about the jailing of youths who are arrested either for hitchhiking or vagrancy.

He said he is definitely not seeking to wipe out the hitchhiking laws or the vagrancy statutes but he sees no reason why a youth should be imprisoned solely because of hitchhiking or vagrancy.

According to records of the Division of Adult Corrections, last year about a dozen youth were imprisoned — generally for about 10 days each — on charges of hitchhiking or vagrancy.

THE antihitchhiking law allows magistrates a choice of fines or jail, but the law against vagrants, tramps, vagabonds and gypsies has a mandatory prison term of up to 10 days.

The antivagrancy law in Delaware dates back to the late 19th Century when railroads were plagued by "rod riders." These vagabonds not only would hop box cars, but also descend upon isolated communites and live in "hobo jungles" in the vicinity of railroad junctions.

The irony of the antivagrancy law was that when a tramp or vagabond served his 10 days and was released, he was regarded as just as much a vagabond as when he was arrested.

In recent months, an increasing number of hitchhikers have been charged with possession of drugs and this places them in a different category of crime.

WEISS said he has no intentions of trying to interfere in this respect with the activities of police in their search for drugs.

"I am only interested in saving youngsters from going to prison," he said, "merely because they have been charged with hitchhiking or with being vagrants."

Weiss' bill would also prevent persons from going to jail merely because they are charged with walking on highways at night without lanterns or other lights.

THE law against walking on highways without a light at night carries a penalty of $2 to $25 fine or two to 10 days in jail or both.

Weiss said he was still thinking of an 18-year-old from South Carolina, who was jailed for hitchhiking in August 1969 because he couldn't pay a fine of $10 and $7.50 magistrate court costs.

While in the main prison, according to the youth, he was sexually attacked. Later, when this story came out, the youth was transfered to the First Offenders Building.

Boats Freed

BUFFALO, N.Y. (AP)—The Coast Guard cutter Ojibwa broke through a heavy ice field in Lake Erie yesterday and freed two small Canadian fishing vessels stuck in the mass.

3/71
IBTTA Tollways

International Insurance Seminar Draws 100 to D.C.

IBTTA President William J. Miller, Jr., who welcomed delegates to the seminar on Monday morning, goes over the day's program with two insurance and legal experts who led discussions. Left is Donn P. McVeigh, of Warren, McVeigh & Associates, San Francisco, Calif.; at right, Robert L. Mitchell, Partner, Mitchell, Petty & Shetterly, IBTTA Associate member, New York, New York.

Insurance executives Alan M. Musselman (left) and Robert Breeding (right) flank the chairman of IBTTA's Insurance subcommittee, A. Gerdes Kuhbach, of The Port of New York Authority. Musselman, underwriter with the Insurance Company of North America, Philadelphia, and Breeding, President of the Continental National American Group, Chicago, led discussions on bridge and tunnel property damage, as Kuhbach presided.

A total of 100 people attended the Association's International Insurance Seminar at the Marriott Key Bridge Hotel across the Potomac River from Washington, D. C. on March 21-23. With a full battery of insurance experts from leading American companies on hand as discussion leaders and participants, the two-day meeting thoroughly explored all facets of the subject as it affects toll operation of roads, bridges and tunnels.

A project of IBTTA's Administration committee and in particular of its Insurance subcommittee, the meeting was opened by President William J. Miller, Jr., on Monday morning, March 22, following a reception the previous evening. With Administration Committee chairman William R. Johnson presiding, panel discussions were then led by Robert L. Mitchell, partner in the law firm of Mitchell, Petty & Shetterly, of New York, N.Y. IBTTA Associate member, and by Donn P. McVeigh, of the firm of Warren, McVeigh & Associates, of San Francisco, Calif. Subjects covered were indenture requirements of toll facilities and the current question of self-insurance vs. purchase of insurance.

Monday afternoon sessions, presided over by subcommittee chairman A. Gerdes Kuhbach, of The Port of New York Authority, went into bridge and tunnel property and time element coverage, and the worldwide market for insurance for the facilities operated by Association members, which carry a book value in excess of $30 billion.

Various types of casualty coverages were reviewed on the Seminar's second day. Walter Lampe, of Continental National American Group, led the talk about general and auto liability; owners and contractors protective liability; care, custody & control; admiralty coverage; and explosion, collapse & underground incident.

A top official of the U. S. Atomic Energy Commission, J. B. Knotts, of the Office of AEC's General Counsel, discussed nuclear insurance under the Price-Anderson Act. Two other experts from the insurance industry: Joseph Marrone, General Manager of the Nuclear Energy Liability Insurance Association, and Ambrose B. Kelly, of Factory Mutual System, also contributed to the Seminar's extensive consideration of nuclear insurance problems.

The entire program was coordinated by Harry David Zutz, and afforded the 100 attendees with the opportunity to review their own facility's insurance situation in relation to industry-wide coverages and difficulties.

President Miller and Administration Committee chairman William R. Johnson, (right), Executive Director, Delaware River Joint Toll Bridge Commission, relax at evening reception with John J. Moore, Controller, Delaware River and Bay Authority.

Timely coffee break is appreciated by Ted Bright, Manager, Delaware Memorial Bridge; Earle M. Davis, General Manager, Delaware Turnpike; and Leonard Trieber, District Supervisor, Marriott Corp.

Iron Hill And History

In recent months much has been written and spoken about the Greater Newark Chamber of Commerce's conceptual plan for the Preservation of Iron Hill as an historic, recreation and cultural center. Governor Russell W. Peterson has expressed an interest serious enough to begin working on an authority to develop and operate the Chamber's Iron Hill project. U. S. Senator J. Caleb Boggs and Rep. Pierre S. duPont IV are expressing an active interst in the development of the project and are working with the Chamber to bring this project to reality.

What's so special about Iron Hill? The Weekly Post decided to find out. Two Newark residents with an avid interest in the history of the area, James Richardson Owen and James Bishop Owen, have prepared a history of the Iron Hill area for the Greater Newark Chamber of Commerce. The Weekly Post is pleased to be able to present this exclusive in-depth report on the history of the Iron Hill area in three installments.

A HISTORY OF THE IRON HILL AREA OF NEWARK, DELAWARE By James Richardson Owen with James Bishop Owen

The episode which identifies the Iron Hill area most intimately with the struggle for American independence had its genesis in a new British strategy to win control of a vital river valley some 125 miles northeast of Newark. In the spring of 1777 General John Burgoyne outlined to the British War Office plans for a three-pronged attack to seize the Hudson River Valley and isolate the New England states from the others. The main army, under Burgoyne, would drive south from Canada past Lake Champlain and down the upper reaches of the Hudson. An auxiliary force, commanded by Lieutenant Colonel Barry St. Leger, would push eastward along the Mohawk River from Oswego on Lake Ontario. From the New York City area, where he was encamped with a minimum of 27,000 men, General Sir William Howe would send a detachment up the Hudson. George III personally wrote the instructions that the three armies were to rendezvous at Albany.

Sir William Howe had his own plans, however. He regarded Philadelphia as a center of Loyalist sentiment. Having failed to do so in 1776 and believing that he could capture the city of Brotherly Love and still have men to spare for the Hudson valley campaign; he set sail for the Chesapeake Bay with the best of his British and Hessian troops. Foolishly, the War Office had approved both Burgoyne's plan and Howe's plans; and Burgoyne left Canada expecting Howe to come up the Hudson after completing his Philadelphia business. (Howe dispatched a force under Sir Henry Clinton, who started late and then turned back after burning Kingston.) Burgoyne's defeat and surrender to General Horatio Gates' forces at Saratoga, after St. Leger's men had been turned back toward Oswego by Benedict Arnold and Burgoyne's own spearhead had been blunted by John Stark and his Vermont militiamen at the Battle of Bennington, became the turning point of the Revolution for the patriot cause.

Meanwhile, Howe's transports, escorted by the fleet of Admiral Sir Richard Howe, his brother, had left mysteriously from New York on July 5 and posed the threat of an attack anywhere along the Atlantic coast. After an agonizing wait (both for the men on board the transports and for Washington's scouts on land), the ships finally appeared at the upper end of the Chesapeake Bay on August 22. Now it was apparent to the patriots that their Delaware River defenses for the Quaker City had been too formidable for a frontal attack from that direction; and Howe was about to launch an overland assault from the rear on the provisional capital of the United States. Two days later the Continental Army, led by the Commander-in-Chief himself, George Washington, accompanied by the Marquis de Lafayette, recently arrived from France, was streaming through Philadelphia's streets on the way south from its encampment near Neshaminy Bridge in Bucks County, Pa.

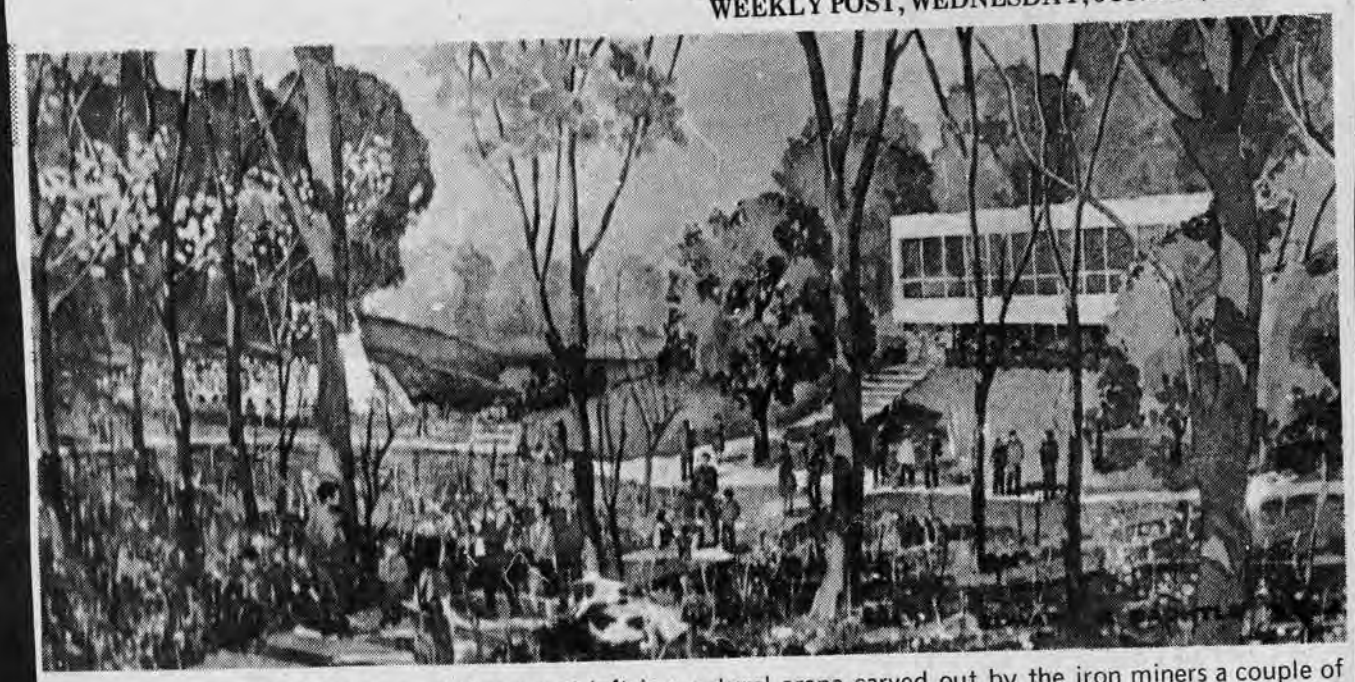
Moving up the Elk River to Head of Elk (Elkton), Howe's forces began to disembark on the day after Washington's men moved toward Delaware through Philadelphia. The Continentals proceeded to Wilmington, where they set up camp. John McKinley, President of the Delaware State, ordered General Caesar Rodney to move into Cecil County, Md., with the Kent and New Castle County units of the Delaware militia; and Washington sent the nearest militia units from Pennsylvania. These were to delay and harass the British in any ways possible. Several small skirmishes resulted in the outnumbered Americans being constantly pushed back towards Iron Hill.

On August 26, accompanied by Lafayette and General Nathaniel Greene, Washington went first to the top of Iron Hill and then to Gray's Hill further west to observe the British as they were advancing. He moved his troops to a camp on Red Clay Creek to prepare to fight to defend the area. General Greene thought the battle should be fought at Cooch's Bridge, but it was decided to hold on at Red Clay Creek. Washington did, however, station about 720 men under Brigadier General William Maxwell at the Christina crossing to delay the enemy advance now moving towards Aiken's Tavern at Glasgow.

On September 3 the redcoats left Glasgow and headed north on the road to Cooch's Bridge. As they neared the bridge and the ford over a Christina tributary nearby, Maxwell's men, stationed behind trees along the road, poured volleys of shots into their ranks. The British returned the fire and then attacked with bayonets. The Americans made at least two determined stands; but in each case were pushed back until they finally had to retreat from the bridge along a private road, bordering the Christina to the Welsh Tract Baptist Church on the north slope of Iron Hill.

The British, hoping to cut off this retreat, sent a group of Hessians to the right around the Americans; but they became mired down in a small

(Continued to Page 21-A)



The proposed 5,000 seat amphitheatre at left is a natural arena carved out by the iron miners a couple of hundred years ago. All that remains to be done is the seating and staging. At right is the Performing Arts-Information Center in the planned Iron Hill Center.

Dear Sirs:

A Cheap Thrill

Color Van

Just Beat a 10¢ Toll at

The Pay Booth

How cheap can you get?

A Delaware Paying Driver

6/28 11:40 AM

DOVER, DE
JUL 1 PM
1971
19901

Va. firm has low bid for road phones

From the Newark Bureau

A Norfolk, Va., firm was the apparent low bidder yesterday on a contract to install 48 roadside emergency telephones along the Delaware Turnpike, according to a state Highways and Transportation Department official.

Commercial Radio Service Corp. of Norfolk came in with a $194,975 bid, the official said, followed by Burnup & Sims of West Palm Beach, Fla., $231,387; and W. B. Pangborne Co. of Bala Cynwyd, Pa., $286,115.

If approved by the turnpike's consultants, work would begin within 30 days of the contract award and be completed by Oct. 15, the official said. He said he expects a decision on the contract within two weeks.

When installed, the phones would be connected by underground wires to the turnpike administration offices and the state police turnpike troop, the official said.

Staff Photo by Phil Milford

Near miss

A head-on collision was narrowly avoided by the driver of this van, Richard Kauffman, 18, of Baltimore, about 9 last night when as he was traveling south on Interstate 95 near Delaware 896. The car, driven by Norman Morrow, 58, of Chester, Pa., loomed ahead, going in the wrong direction. Kauffman swerved just in time, turnpike police said. Morrow was taken to Delaware Division in fair condition with a broken pelvis. Kauffman was only slightly cut. Charges are pending. Police aren't sure how Morrow got in the wrong lane.

Morning News
Wilmington, Delaware, Wednesday, March 29, 1972
15 cents; home delivery 75 cents a week

Ogletown-Dover high speed toll highway backed

By Jim Moore
Dover Bureau

DOVER — A high-speed toll road that would link southern and northern Delaware has received the approval of the State Division of Highways.

The 49-mile expressway project could save the state nearly $200 million, according to A. Kirk Mearns, secretary of transportation and highways, by eliminating the need for the state to spend money on several necessary projects in northern Delaware. The new turnpike would be financed entirely from user tolls.

A green light has flashed for the turnpike work after the latest in a series of feasibility studies, Mearns said.

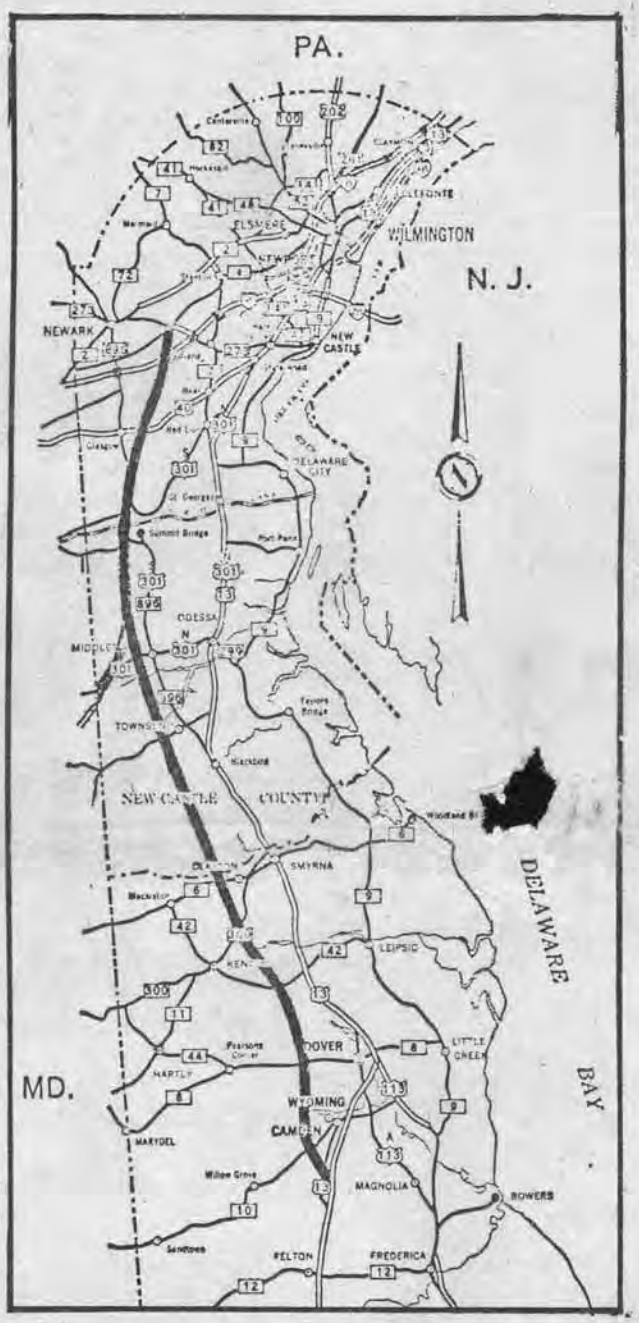
If built, the turnpike would replace the West Dover Bypass, a project that has been the subject of controversy for seven years.

AS proposed by the Manhattan engineering firm Coverdale and Colpitts, the four-lane road would begin in the Ogletown area just north of the present Delaware turnpike. An interchange would link it with the turnpike and then the new road would head south toward the Summit Bridge over the Chesapeake and Delaware Canal.

The road would connect with U.S. 301 into Maryland and then skirt west of Middletown, Clayton, Smyrna, and Dover, ending with an interchange in the Camden area on U.S. 13.

Mearns has been enthusiastic in his support for the tollway, saying it is the most economical means of solving several transportation problems with one project.

"It's obvious the state doesn't have the funds needed for handling all our problems so this way the people using the road will pay for it, not the taxpayers of Delaware who don't drive on it," Mearns said.



The study estimates it would cost $107 million for the entire project if construction designing could begin this year. A review of the projected revenues from the roadway was made by the Baltimore firm Alex Brown & Sons. The firm said an issue of $130 million in 40-year revenue bonds in 1974 would be economically feasible.

Tolls for the new turnpike would be collected at three mainline barriers and unattended tollbooths at access ramps. The barriers would be between Interstate -95 and U.S. 40, between Middletown and Smyrna, and just north of Camden.

AS drawn by Coverdale and Colpitts, access ramps would be provided west of Dover, west of Smyrna on Delaware 6, west of Middletown, at the south end of Summit Bridge for Delaware 896, at the north end of the bridge for Delaware 71, at U.S. 40, and at Interstate-95.

The connector with U.S. 301 would be a spur of the main turnpike with a toll booth just inside the Maryland line.

It was suggested in the feasibility study that 30 cents be collected at the north and south barriers and 60 cents at the Middletown barrier, (or a $1.20 charge for the ride from Ogletown to Dover). The ramps would cost 20 or 30 cents for passenger cars.

USING those tolls, it is estimated the income from the road would be $9.7 million in 1977, when the road is expected to open. This would increase to $15 million by 1986.

This is based on expected annual average daily traffic counts of 30,537 in 1977, increasing to 48,000 by 1986.

These figures are based on

See Road—Page 2, Col. 3

Road–

Conitnued from Page One

an origin and destination study made last August on U.S. 13.

A major selling point for the turnpike, according to Mearns, is elimination of other projects now planned by the state.

BEGINNING in the south, the road would replace the Dover bypass, from U.S. 13 in Camden to Garrisons Lake.

The state has been considering a Smyrna bypass and a Middletown Bypass. All three of the bypasses would be connected, forming much the same highway system as the turnpike. The three projects could cost the state $40 million.

A connector from U.S. 301 at the Maryland line to Interstate 95 has also been under study by the state for several years. The estimated cost of that road is $30 million.

Highway officials have also been trying to make U.S. 13 a limited access road, based on studies that show a need for such a road. That project would cost $114 million from Smyrna to Delaware 7, according to a recent study by the department.

ACCORDING to Mearns the turnpike project would also allow for the downgrading of the proposed Delaware 7 freeway from U.S. 13 to Interstate-95. By downgrading the road that would save the state $20 million.

Mearns also said he feels the federal government's transportation philosophy will make it highly improbable that the interstate highway system will ever be expanded to include U.S. 13.

DELAWARE TURNPIKE

JOHN F. KENNEDY MEMORIAL HIGHWAY

Department of Highways and Transportation

- Program -

OPEN HOUSE

April 25, 1972

DELAWARE TURNPIKE
John F. Kennedy Memorial Highway

Schedule of Events

10:00 A.M. Inspection of Toll Facilities, additions to Administration Building and new Police Quarters.

10:45 A.M. Buses for all visitors from Administration Building to Maintenance Area.

11:00 A.M. Inspect Maintenance Building.

11:20 A.M. Depart Maintenance Area.

11:30 A.M. Arrive Service Area Restaurant.

11:35 A.M. Governor Russell W. Peterson will activate new Directomat Information Center in the Restaurant lobby.

12:00 Noon Luncheon served at Turnpike Restaurant.

Luncheon Program

INTRODUCTION ..... Earle M. Davis
General Manager
Delaware Turnpike

INVOCATION ..... Reverend Charles B. Hart
Newark Methodist Church

REMARKS AND
INTRODUCTION OF GOVERNOR ..... The Honorable A. Kirk Mearns, Jr.
Secretary
Department of Highways and Transportation

GUEST SPEAKER ..... The Honorable Russell W. Peterson
Governor

OTHER GUESTS ..... Mr. William J. Miller, Jr.
Director
Delaware River and Bay Authority

Mr. Ernest A. Davidson
Director
Division of Highways

→31
→31A
→32
→32A
→33
→33A
→34
→34A
→35
→35A
→36
→36A
→25
→25A
→26
→26A
→27
→27A
→28
→28A
→29
→29A
→30
→30A
→19
→19A
→20
→20A
→21
→21A
→22
→22A
→23
→23A
→24
→13
→13A
→14
→14A
→15
→15A
→16
→16A
→17
→17A
→18
→18A
→7
→7A
→8
→8A
→9
→9A
→10
→10A
→11
→11A
→12
→12A

30A
31
31A
32
32A
33
33A
34
34A
35
33A
36
29A
30
5
26
27
27A
18A
19
19A
20
20A
21
21A
22
22A
23
23A
24
12A
13
13A
14
14A
15
15A
16
16A
17
17A
18
6A
7
7A
8
8A
9
9A
10
10A
11
11A
12
1
1A
2
2A

KODAK SAFETY FILM
KODAK TRI X PAN FILM
1A
2
2A
3
3A
4
4A
5
5A
6
6A
7
KODAK TRI X PAN FILM
KODAK SAFETY FILM
7A
8
8A
9
9A
10
10A
11
11A
12
12A
13
13A
14
14A
15
15A
16
16A
17
17A
18
18A
19A

→1A →2 →2A →3 →3A →4 →4

A →5 →5A →6 →6A →7 →7A →8 →8A →9 →9

A →10 →10A →11 →11A →12 →12A →13 →13A →14 →14

A →15 →15A →16 →16A →17 →17A →18 →18A →19 →19

A →20 →20A →

→36A

DELAWARE
TURNPIKE

JOHN F. KENNEDY MEMORIAL

PRESS BUTTON
DELAWARE
The State that Started a Nation

SOUVENIRS

Andrew Barenof Yorktown, N.Y. does a near headstand to operate the "Directional" machine, which gives travel information in Delaware. Adults will find the machine much easier to operate.

Machine gives information of state's tourist spots

Tourist information became available to Delaware Turnpike travelers on a 24-hour-a-day basis when a "Directomat" machine was dedicated last week in the Hot Shoppes restaurant lobby.

Gov. Russell W. Peterson pushed the first button, No. 24, which gives information about Old Swedes Church and Ft. Christina State Park. After a whir and a thunk from inside the machine, a slip of paper emerged from a slot and the governor read a message about the two points of interest.

The machine confronts tourists with a panel of 120 numbered buttons and an index that tells which ones to push for directions to popular destinations, hotel and motel information, points of interest in Delaware, and even one that explains the machine itself.

The machine was invented by Max M.Tamir, president of a New York firm called Information by Automation. It is similar to a machine in the

TOLLWAYS

INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

SUITE 307
1225 CONNECTICUT AVENUE, N. W.
WASHINGTON, D. C. 20036

April, 1972

Puerto Rico's Governor Luis A. Ferre emphasizes a point during his Workshop banquet address to the IBTTA Workshop at the Cerromar Beach Hotel in Dorado Beach on Monday night, April 10. Seated from left are Mr. & Mrs. J. Raymond Watson, Workshop chairman; President and Mrs. John T. Driscoll, and Second Vice President E. R. "Mike" Foley.

IBTTA Workshop Attracts 270 To Cerromar Beach Hotel

The largest turnout for an IBTTA workshop ever was on hand at the Cerromar Beach Hotel in Dorado Beach, Puerto Rico, this month for a fine program and a field trip to see the newest tollway in America being built by the Puerto Rico Highway Authority.

With the island's Governor Luis A. Ferre highlighting the event with an inspiring speech at the Workshop banquet, and Florida's Secretary of Transportation Edward A. Mueller wittily wrapping up his State's toll highway program, it was no trouble for the 170-plus men to stick to business and attend the day and a half of sessions, despite the competition from the nearby beach and golf and tennis facilities.

Three topnotch panel presentations kept the Workshop rolling, beginning with a roundup of operational problems and their solutions, entitled "Handling the Unusual." Session chairman for this program was IBTTA second vice president William J. Flanagan, who also contributed an important review of his facility's recent settlement of a difficult environmental design issue which terminated a citizens' suit against the Authority's dual-dual road extension. Other panelists were Earle M. Davis, Turnpike General Manager, Delaware Department of Highways and Transportation; William R. Johnson, Executive Director, Dela-

(Continued on Page 3)

San Francisco, Calif. • Sept. 24-27, 1972

1972 Workshop in Review

Some of the ladies' welcoming committee decorate a flower-filled hotel lobby.

"Handling the Unusual" was no chore for this panel, consisting of (standing) Bill Flanagan, President John Driscoll, Past President Frank Summers, and (sitting) Bill Johnson, Earle Davis and Roy Lancaster.

Opening session brought an official welcome from the Commonwealth of Puerto Rico via Secretary of Public Works Antonio Santiago Vazquez. Workshop Chairman J. Raymond Watson and President John T. Driscoll look on.

Lobby-sitting was a popular pastime for men and women.

WORKSHOP *(from Page One)*

ware River Joint Toll Bridge Commission; Roy G. Lancaster, President, Detroit International Bridge Corp.; and Franklin V. Summers, Director of Operations, Pennsylvania Turnpike Commission, pinch-hitting for his Director of Public Relations, Anthony S. Mammarella.

Florida DOT Secretary Ed Mueller described operations of the 17 toll facilities under his jurisdiction in that State and showed slides of their unique contribution to commerce, tourism and industry. Latest example is toll construction to avoid congestion near the new Walt Disney World, while a few years ago, other roads were required to accelerate the U. S. astronaut program at Cape Kennedy. He also pointed to the modern touches built into toll plazas for safety and for the comfort and convenience of toll collection personnel.

The Monday afternoon panel featured an up-to-the-minute recap, including descriptions of current research into Automatic Vehicle Identification developments. Contributing to this panel were moderator Bob Foote, Manager, Research Division, The Port of New York Authority; E. W. Davis, Director of Operations, Richmond-Petersburg Turnpike Authority; Andrew G. Ferenz, Director, Bridge Division, Delaware River Port Authority; Robert A. Martin, Engineer of Maintenance, Triborough Bridge and Tunnel Authority; John P. Pendleton, Chief Engineer, New York Thruway Authority; and Robert S. Shields, Chief Engineer, Golden Gate Bridge, Highway and Transportation District. Studies and experiments continue to confirm the potential for the public and for toll facilities in this AVI system in the future.

In his Workshop banquet speech, Gov. Ferre not only praised the Puerto Rico Highway Authority for its dogged construction progress in the face of most difficult terrain conditions, but he tied progress of his territory to Statehood and to eventual leadership in the development of the entire Pan American area of Central and South America. Highways and transportation, he said, heralded the end of poverty and misery for the people of the island and the Caribbean area.

The AVI panel in action – (from left) Bob Shields, John Pendleton, Bob Martin, Session chairman Bill Miller, Moderator Bob Foote, Jean Paul Camblain, Elmore Davis and Andy Ferenz.

Luncheon speaker Ed. Mueller, (second from left) sports his Florida Turnpike blazer along with colleagues Roland Baggett and Sam Draper, to the envy of unblazered Frank Harscher.

Staff members of the Puerto Rico Highway Authority, the host facility, go over their assignments at a briefing session.

A banquet serenade for head table guests.

All Workshop Photos by Justiniano Melendez, Puerto Rico Highway Authority.

Tuesday morning saw a repeat of last year's popular Workshop feature, "Ideas That Work", with seven brand-new ideas worth application to toll operations in various nations. Moderating this panel was First Vice President E. R. "Mike" Foley, and participating were Dudley Gideon, Director of Toll Collection, Texas Turnpike Authority; Roger T. Trudeau, Director of Engineering, Quebec Autoroutes Authority; Owen H. Brannigan, General Manager, Auckland Harbour Bridge Authority, New Zealand, whose paper was read by F. Grenier, the new Superintendent of Bridges, National Harbours Board, Montreal, Quebec, Canada; John C. Volk, Jr., Project Engineer, Delaware River & Bay Authority; Rodolfo M. Cuenca, President, Construction & Development Corp. of the Philippines, whose paper was read by Samuel Draper, State-Federal Programs Coordinator, Florida Dept. of Transportation; and Abraham P. Alvarez, Director of Toll Facilities, Puerto Rico Highway Authority. Feature stories about these new ideas will appear in later issues of TOLLWAYS.

The Tuesday morning program also heard from the co-hosts of IBTTA's 40th Annual Meeting in San Francisco, next September – Mike Foley and Dale W. Luehring of the Golden Gate Bridge, Highway & Transportation District.

Tuesday afternoon, many Workshoppers were treated to an eye-popping tour of the rugged construction sites on the "Autopistas de Peaje" and a comparison ride on the winding Route 1 between Ponce and San Juan, a trip that now takes 3½ hours but will require only 45 minutes when the toll road is complete. A gala barbecue followed at a nearby picnic site.

The ladies meanwhile had taken a tour of historic sights in old San Juan on Monday, with an afternoon shopping opportunity in the city's downtown area. Many of them accompanied the party on the toll road construction tour on Tuesday, before departing, sunburned but smiling for the mainland and home.

Directomat Aids Travelers In Delaware

The new automated travel information center in the restaurant area of the Delaware Turnpike is servicing an average 15,000 requests for Delaware information a week, Melvin C. Luff, Jr., Manager of Travel Development for the Department of Community Affairs and Economic Development, announced today. The "Directomat" was formally inaugurated into service on April 25 by Governor Russel W. Peterson, who activated the unit by pushing the first information request button.

The Directomat is an electronic device which prints and ejects informational cards to the interested visitor. It is programmed to answer 120 questions about Delaware's historical, cultural and recreational attractions and establishments. The Delaware Turnpike is the first of the nation's major road networks to utilize the machine to handle travel information requests from the avid, travelling American public.

"From the number of requests serviced by the Directomat, it appears that the machine is doing its job, and doing it well!" commented Mr. Luff. "Delaware hosts over 9 million visitors a year, many of whom are transient travellers who make use of our excellent turnpike facilities. We hope, by providing these people with specific information on attractions and events, to encourage them to take a break from the interstate system, and discover Delaware. In doing so, we may well increase the travel industry income in Delaware from its present level of 242 million dollars a year, and channel that potential wealth to Delaware's communities."

The Directomat was established through the cooperative efforts of the Delaware Turnpike Authority, the Department of Highways and Transportation, the Delaware Travel Council, and the Division of Economic Development.

Lone Oasis on Delaware's Stretch of I-95 a Busy One

By JIM PANYARD
Newark Bureau

Motorists hurrying through Delaware along the Delaware Turnpike of the John F. Kennedy Memorial Highway have a take-it-or-leave-it choice.

The turnpike service area located in the middle of the Interstate 95 toll road, between Delaware 273 and Delaware 896, is the only place in the state where they can stop to refuel their cars and themselves without leaving the high speed, multi-lane highway.

The two service stations at the center sold more than 9.25 million gallons of gasoline in 1971, while the Hot Shoppes Restaurant served more than 2 million customers.

Besides the 2 million who made purchases in the restaurant, untold thousands used the rest rooms.

The restaurant has four facilities: a dining room, a cafeteria, a carryout line and a snack bar. On the average 30,000 to 40,000 soft drinks are dispensed weekly, along with 30,000 cups of coffee. There are also two shops in the facility that dispense First State souvenirs.

According to Earle M. Davis, general manager of the turnpike, tour buses account for a large part of the service area business. The most buses in one week to stop at the service area totaled 387, Davis said, but during the peace march on Washington in November 1970, 140 buses were stopped at the center at one time.

That was not 140 buses in one day, but at one time. It was a madhouse and state police were on hand to stop shoplifting and restrain trouble makers.

The service stations also have the added responsibility of patroling the turnpike every two hours. The patrols dispense aid to motorists whose cars run into operation troubles . Davis said the patrols log about 50,000 miles a year.

The franchises for the restaurant and two service stations are granted in five-year leases on a bid basis. Esso and Texaco currently hold the service station leases, while the Marriott Corp. has the restaurant franchise.

During the peak traffic period between Memorial Day and Labor Day, more than 200 people are employed at the center. It is open 24 hours a day, every day of the year.

Last year more than 19 million vehicles traveled I-95 in Delaware. To a large number of the people in those vehicles, the service area was a welcome site.

Pa. Police Going Distaff

HERSHEY, Pa. (AP) — The Pennsylvania State Police Academy will end a 67-year all-male practice in July when 14 women join the class of 135 cadets graduating from the school after six months training.

"They lugged and fired service revolvers, threw each other around in self-defense class and took criminal law courses like the rest of us," a male cadet said.

Of the 15 women originally selected, one has dropped out. They were chosen from more than 150 applicants on the basis of age, height, physical fitness, and education.

Romaine Engle, a 27-year-old registered nurse who lives in Hummelstown, found the course difficult but exciting.

She said she hoped she could do something through state police about drug problems and other social difficulties.

5/30/72 Journal

6/7/72 Morning News

Mearns: no doubt toll road needed

By Eleanor Shaw
and Walt Rykiel
Dover Bureau

DOVER — Delaware's secretary of highways and transportation told Dover planners last night that there is no doubt the north-south toll road should be built.

The official, A. Kirk Mearns Jr., said his department has planned no alignment for the road but will consult with all local planning agencies prior to construction.

G. Wallace Caulk, chairman of the Kent County Regional Planning Commission and Delaware secretary of agriculture, told Mearns he could "name hundreds of cases where you consulted with nobody." Caulk, who has consistently opposed the West Dover Bypass, said he will fight that proposal again if it becomes part of the toll road, as Mearns said it would.

STATE Rep. Joseph R. Murphy, R-Brookside Park, sponsor of the House bill that would authorize the initial phases of the work, said he feels construction of the road is imminent.

Mearns was invited by the planning commission to present the facets of the plan that pertain particularly to the county's comprehensive highway plan.

Mearns generally outlined the cost, route and use of the highway. The road would carry thousands of cars daily between the Dover and Wilmington areas, he said.

MEARNS estimated the total project would cost about $130 million. Tolls on the road would begin at 30 cents, with collections at four places. The entire route would cost the motorist $1.20.

Summit Bridge, which now carries traffic on Delaware 896 over the Chesapeake and Delaware Canal, would remain free, with no tolls.

Murphy said he traveled last weekend from Dover Downs to Smyrna and the trip took him one hour. "I can't see that subsiding," Murphy told the commission.

He said there are many agricultural people opposed to the construction of new roads but many more taxpayers who would benefit.

CAULK countered: "I would like to speak for the agricultural interests. We are not opposed. We merely want to be consulted over alignment."

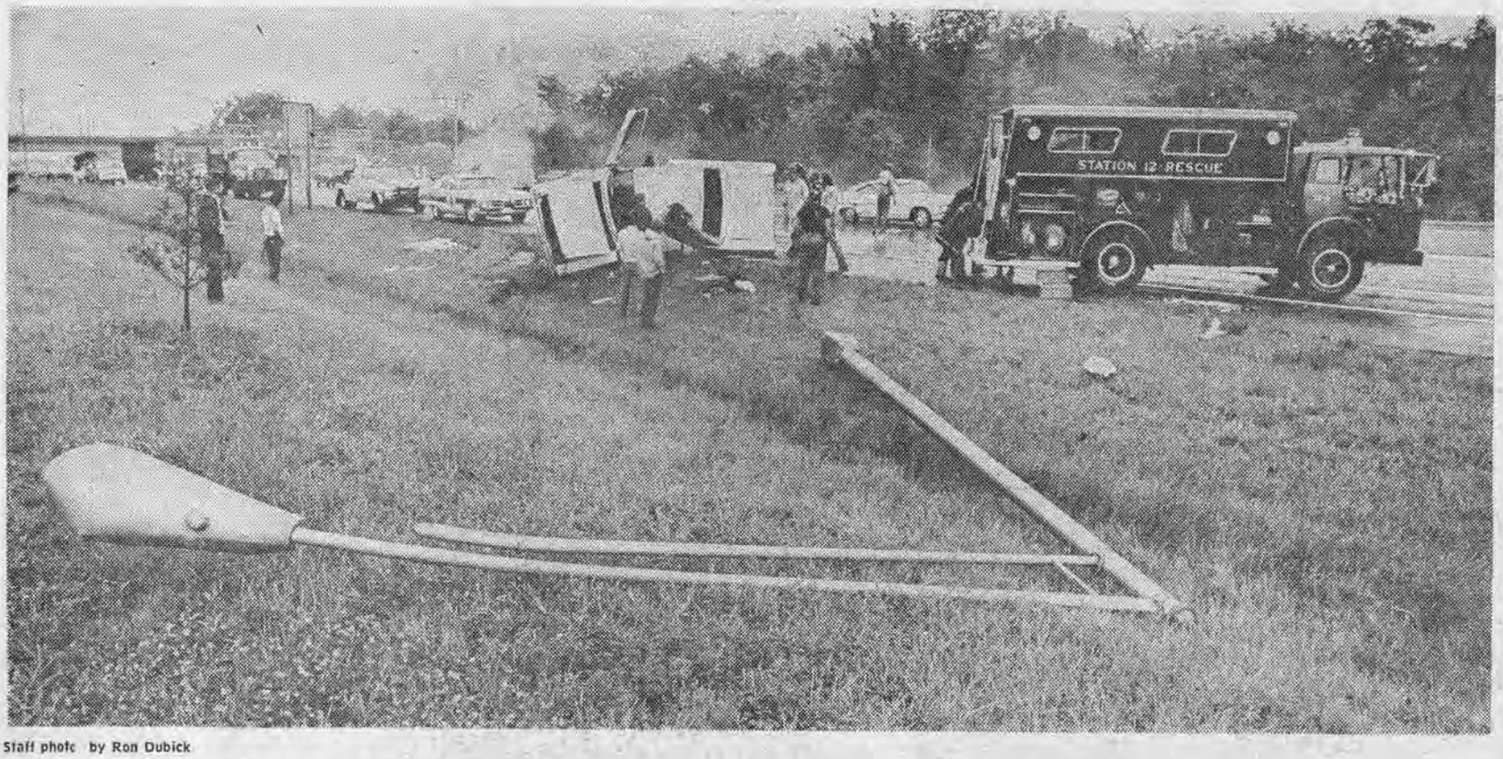
Murphy's H.B. 917 would authorize the Department of Highways and Transportation to begin designing the road and acquiring the land. It would authorize a $15-million bond issue, effective July 1.

By next Jan. 10, the department secretary would have to report back to the General Assembly with proposals and recommendations for the construction, operation, maintenance and financing of the highway.

The bill also spceifies that tolls from the new road would be used to pay off the construction bonds. The design and acquisition of right of way will be paid with any surplus revenues from the tolls.

THE highway would begin south of Camden-Wyoming, pass Dover on the west and go north across the Summit-Bridge. It would be required to connect with U.S. 301, probably north of Middletown, and end east of Newark at in intersection with I-95.

Last week the bill was reported out of the House Committee on Highways and Transportation. It is awaiting action in the House. Since it authorizes the sale of bonds, the measure requires a three-quarter vote to pass.



Staff photo by Ron Dubick

One dead, two injured

An elderly Brooklyn, N.Y., woman was killed and her daughter and son-in-law injured yesterday when their car went out of control and crashed into a light pole on Interstate 95 a mile south of the turnpike service area. State police identified the dead woman as Mrs. Carmela Ragusa, 84, of 842 McDonald Ave., Brooklyn. She died at 6:48 last night at Delaware Division, 5½ hours after the accident. Carmelo Barruso, 61, the driver of the car, and his wife Frances, 58, of 2848 Church Walk, Falls Church, Va., were in good condition at Delaware Division last night. The Barrusos and Mrs. Ragusa were trapped in the car and later pulled from the wreckage by volunteers from Christiana Fire Company. The death raises to 56 the number of persons killed on Delaware highways this year, compared to 36 during the same period last year.

TOLLWAYS
INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

Delaware Turnpike Inaugurates High-Level Lighting System

Using ten lighting towers up to 140 feet in height and spaced about 750 feet apart, the Delaware Turnpike has provided its Route 273 Interchange with the same average intensity of light as 221 poles of conventional illumination, spaced only 150 feet apart, General Manager Earle M. Davis stated when the new system went into permanent operation this summer.

"Both designs were studied for comparison of economics and aesthetics," he explained. "The high-level design illuminates a much greater portion of the surrounding landscape, thus affording the motorist a panoramic view of the entire interchange; moreover, he passes through fewer minimum-to-maximum lighting levels." A small number of conventional 30-foot poles are required at the edge of the area, just to serve as transition to complete darkness beyond the interchange. Each high-level pole has a ring frame supporting 16 1000-watt metal halide lamps in a circle.

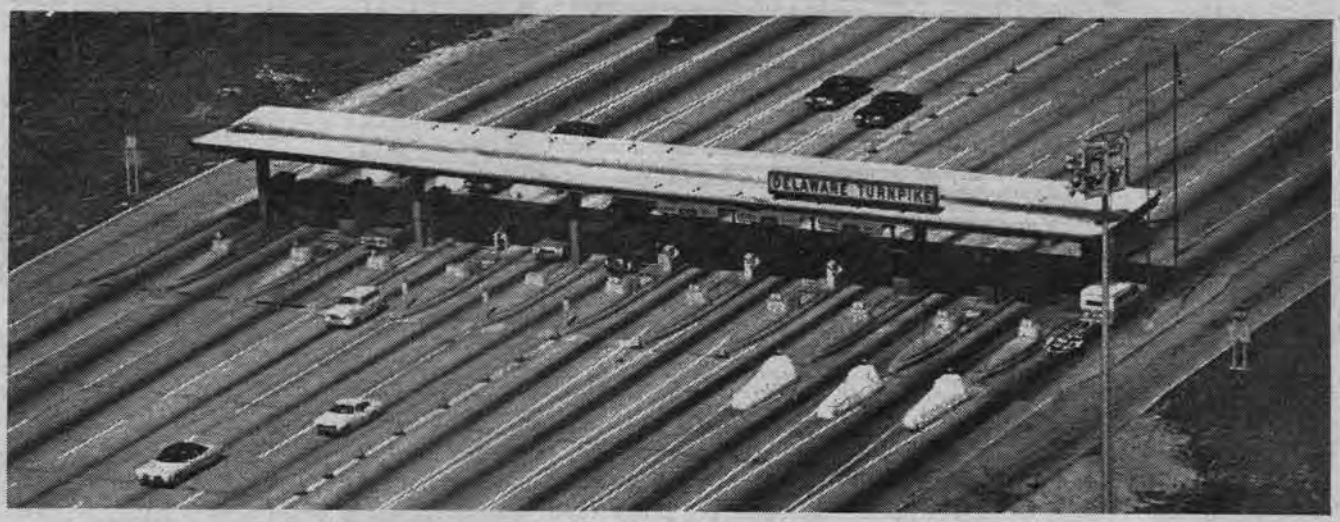


Photo by Gary Emeigh

Getting Wider All the Time

If you think crossing the turnpike is hard here, you're in for a shock! Although currently the only place where the Delaware Turnpike is 12 lanes wide is at the main toll gate, soon the entire road will be 12 lanes from beginning to end. The Turnpike Authority reportedly took a vote last week to go ahead with a $56 million program to widen the highway from its present four lanes to six lanes for through traffic and three additional lanes on each side to handle local traffic.

WHAT AUTHORITY?

the Party'

10/72

Superagency For All State's Transportation to Be Urged

By GEORGE MONAGHAN

Creation of an agency that would cover most of the state's forms of transportation is expected to be recommended by a subcommittee of the Governor's Transit Task Force.

Members of the subcommittee have informally agreed on the need for such a superagency and a preliminary draft of the proposal is being prepared.

Such an agency would represent a dramatic shift in Delaware's transportation policies, now weighted heavily towards roads.

THE subcommittee drafting the proposal was set up to formulate a general transportation policy for the state.

Whether the proposal comes through in its present form is doubtful, according to Mrs. Gail Bane, chairman of the subcommittee.

It has to be rewritten and refined by the subcommittee itself. Then, in the second week of November, it will be submitted to the review committee of the task force.

THAT committee includes top political figures in Wilmington and New Castle County, and many of them are running for re-election and might not be around when the subcommittee submits its report.

The job of the review committee is to go over all recommendations made on transportation by the three subcommittees of the task Force.

The preliminary draft of the proposal was written for the most part by Wilmington businessman James Assimos.

THE plan, in its rough form, would work like this:

The Department of Highways and Trasnporation would be replaced with a Department of Transportation under which a Balanced Transportation Authority would be created.

The authority would include the Wilmington Parking Authority, the Delaware Authority for Regional Transit, the Delaware Turnpike Authority, the Delaware River and Bay Authority and the Greater Wilmington Airport.

REVENUE bonds, which now finance the turnpike, bridge and parking authorities, would be replaced with general obligation bonds that would be self liquidating through user fees.

Existing rate structures could be used, and the user charges would cover operating costs and 120 per cent of the principal and interest needed to pay off the bonds.

The extra 20 per cent would go into a "single balanced transportation fund" of the Department of Transportation.

ALL surpluses would go into that fund.

A secretary of transportation would determine priorities and financial support to assure balance in the state's system of transportation.

The plan would also convert the "Highway Council" into a "Transportation Advisory Group" to be named by the governor and approved by the state Senate.

That group would conduct public hearings on transportation plans, decide on transportation programs that receive federal aid and recommend improvements in the system to the legislature.

CRITICS of Delaware's transportation policies have charged that authorities such as those for the turnpike and the bridge pile up huge surpluses, but there is no public control over how those surpluses are spent.

Main concern of these authorities, the critics contend, is the protection of their bondholders.

And while the big authorities get richer and richer, others, like the bus sytem, go slowly broke and are forced to beg for life from frequently hostile legislators.

First Again in 1976?

10/72

When it comes to planning for America's bicentennial in 1976, Gov. Russell W. Peterson's record looks better than President Richard M. Nixon's does.

The governor has a bicentennial project that can get large numbers of his people involved in bringing it to fruition by 1976. The President has a bicentennial commission with a paid staff of 80 people and a budget of $6.7 million, but it has no major project, has aroused no enthusiastic following and seems to have spent most of its energies looking for reasons to say "No."

The Delaware governor's project, originally conceived about a year ago by business and civic groups in Newark, is to convert Iron Hill into a combination of historic park, recreation area and convention center.

Earlier this year, Gov. Peterson hoped for federal aid with the Iron Hill project, based on the federal commission's vaguely-defined plan to create a network of 50 bicentennial parks, one in each state. But it has become obvious that the commission has no intention of paying cash for any parkland. Each state is to get a parcel of surplus land already owned by Uncle Sam. In Delaware, that may be along the banks of the canal, or on the edge of Dover Air Force Base. It is unlikely to be much of an attraction.

Recently the governor omitted the federal government when he said, "I believe the state, in partnership with local government, the Delaware Turnpike and private interests, should acquire the land and develop it for multi-purpose use."

Turnpike officials have never publicly replied to the original Newark group's proposal, which called for the turnpike to build a welcome-to-Delaware building on the edge of Iron Hill near the toll plaza, complete with access ramps and a parking area. Many states have similar facilities at their borders, often disguised as rest stops for which federal highway funds are available for 90 per cent of the cost. Delaware could "put itself on the map" with such a facility, establishing contact with some of those tourists who pass through without even realizing that there is a state between New Jersey and Maryland.

Other elements in the civic group's proposal were land purchases by the state and county park agencies, possibly with help from private benefactors. The object was to acquire approximately a square mile (640 acres) with the knob-shaped hill in the middle.

New Castle County reacted promptly and decisively: it has already bought 70-odd acres in the southwest corner of the square mile. Now the ball is in the state's court and the governor has reacted by appointing a project coordinator—Secretary Austin N. Heller of the Department of Natural Resources and Environmental Control. Mr. Heller is the one who would eventually have to approve land acquisition and development by the state, so it should speed up the action to have him guiding it.

Still another proposal by the civic leaders is a series of pavilions and an amphitheater on the slopes of Iron Hill, where the story of Delaware people and products would be told. It was hoped to persuade the American Chemical Society or some other organization to install a display. The amphitheater, using 18th-century mine pits that are nearly the right shape already, could also be used to expound the state's story in the bicentennial year, becoming available to dramatic groups afterward.

The whole thing adds up to a project worthy of the First State, economically affordable, and physically achievable within the three and a half years that remain before the touring season of 1976 opens. But there is no time to lose. ■

Good

Housekeeping

OCTOBER 1972 • 60¢

SINCERELY YOURS

CHARLOTTE MONTGOMERY: TELL IT TO THE BOSS

I reviewed with interest Charlotte Montgomery's July *Speaker for the House* column. She told GH readers how to report and get action in dirty restaurants while traveling. I believe her approach is right. A service facility manager can correct conditions immediately, so it's always best to talk to the manager. We encourage people to report unsatisfactory conditions and provide patrons with the means to rate our facilities. This helps keep the high standards we expect and enjoy from our concessionaires.

EARLE M. DAVIS
GENERAL MANAGER
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
NEWARK, DELAWARE

Turnpike troopers again on trail of tollbooth runners

By Hugh Cutler
Newark Bureau

You slide to the far right lane at the crest of the hill, then decelerate hard from turnpike cruising speed as you coast toward the toll island at the top of interstate 95's Newark exit ramp.

A sign reminds you that exact change is a must for the toll, and you hastily dig through your loose coins for the specified amount—only to find that you have nothing smaller than a quarter.

"Why overpay the machine:" you rationalize, and — with a quick glance in the mirror for any carrot-topped marked cars in the vicinity — you "floor" it.

A bell clangs, a red blinker-light flares reproachfully, but both mercifully return to repose two seconds after. You push on sinking a bit lower in your seat, as if it would help, and pray that you won't soon hear sirens closing on you.

THREE months ago, Delaware State Police of Troop 8 on the Turnpike stepped up their campaign against toll-runners. This periodic effort—as in past instances — has again resulted in a significant decrease in the numbers of those who ignore tolls.

Earle M. Davis, general manager of the state Department of Highways and Transportation's Delaware Turnpike Divison, appreciates the decline. He says the figures show why the intensified surveillance of the interstate's interchanges has become necessary.

The division calls discrepancies between its received tolls and revenues which should have been collected, if every car dutifully paid, "variances."

The rough figures on annual variances, compiled since Davis assumed his post in 1969 read:

1969—$40,000
1970—$25,000
1971—$19,000
1972—$25,000 (as of last week)

DAVIS admitted that some of the rise in this year's variance could be explained by an increase in traffic on the highway, but obviously a crackdown is likely to put a brake on the violations upswing.

"We have not really put a drive on," Davis says, "but we've changed our system somewhat."

The change, according to Davis, primarily is that turnpike police are randomly rotating surveillance of the several toll ramps and watching more often than before. Signs warning would-be evaders also are in place in front of each machine aisle.

Does this mean that every time that bell clangs behind you as you fail to feed a collection machine, you're likely to be pulled over and ticketed? Not really.

"WE'RE really not looking for the fellow who inadvertently forgot his money," Davis insisted. "We want the ones who do it every day—and the ones who throw in everything from chewing gum to razor blades."

The later group contributres to the variance or shortage figures, Davis explained, because such vandalism increases maintenance and repair costs. Additionally, depositing non-coin items often results in machine malfunction for paying drivers who follow.

"It is posible for the most honest guy in the world to put his money in the machine and still not get a green light," the general manger said.

Besides breakdowns brought on by vandals dropping in other than coins, toll machines may keep drivers "in the red" beause an electric relay has been "knocked out," Davis said, or because one of the coins processed is slightly bent. Bent coins drop in a "scavenger drawer" in the machine to prevent it from jamming, but the light doesn't change.

DAVIS concedes that the collectors, after all, are only as good as the men who make them, yet he boasts nonetheless that his are "the best machines in the industry." Realizing the machines' pitfalls, however, the division is not apt to nab everyone who runs its blinking red lights.

"Our police officers do not arrest on (the basis of) that light," Davis said, although a trooper may stop you and ask if you did toss in your toll. At present, there is no relay system for patrol cars to alert chase cars on the turnpike for catching a toll-skipper.

Davis noted that police response in honestly mitigating circumstances has ranged from a verbal warning to cases where an officer has dropped in a toll token for the errant driver caught short of change.

"BUT if you rolled right through and didn't even roll down your window," Davis said, "he's going to get you."

Then what? Originally there was no "law of apprehension" on the books for toll violators, Davis said, except that for ignoring a red light. After a short-lived "honor system" supplying envelopes for change less motorists failed in July, 1970, a law was enacted to set fines for convicted toll-evaders at $10 to $25.

"This, we thought, was a little steep," Davis commented, "partly since our losses were not as great as they could be . . . . so now, we have just like a parking ticket."

The fine is $5 and, unless the arrest is contested, the policeman is saved the time-expense of a court testimony.

The worst interchange for toll violations is at Delaware 896, south of Newark, but Davis added that the entrance-exit ramps there also handle more traffic than the others.

AS your car rolls thorugh a toll lane, it trips a device which not only actuates the "go" light — if you've paid your toll — but also records the total number of axles crossing the trip and the amount of money the machine received. These "tapes" — two sheets of "carbonized" paper are reviewed daily by "ramp monitors" who work for the division part-time.

Surprisingly, these tapes indicate that peak violation periods are not in the early dawn hours, when few vehicles are on the road, but during the rush hours — 7 to 8 a.m. and 4 to 5 p.m. Again Davis attributed the incidence to heavy traffic loads.

Still stranger, the general manager reported that some drivers have "run" the red light even while ramp monitors were in plain view at the machines. He said the monitors' occasional presence does generally discourage the infrequent offender.

"I think we have very good customers as a whole," Davis stated. "They realize it's better than (travelling via) the Kirkwood Highway, for example."

TRAFFIC studeis indicate that motorists apparently are subscribing to I-95's convenience in ever-increasing numbers. Anticipation that this trend will continue has prompted the division to commission engineering studies for expanding the roadway.

No federal or state funding was used to build the interstate; all its funding so far has come from three revenue bond issues, Davis said. The first two financed planning and construction, while the third — titled "Phase I" — paid for adding a third lane to some sections of the highway.

Davis said the recent studies seriously discuss "dualization" (building a duplicate roadway beside the existing one). Most of the rights-of-way for dualization already have been acquired.

Within five years, Davis declared, there will be need for three more lanes in each direction from the Delaware 273 overpass north to Delaware 141, a project labelled "Phase II." "Phase III," lanes each way from Delawhich aims to add two more ware 273 south to Delaware 896, has no target year as yet.

Meanwhile, those tolls are paying for the bond debt retirement, interest on the debt, and operating expenses. Davis said, in fact, that the division cannot spend any money on "improvements" until each regular installment of the debt obligation is met.

To date, said the general manager, revenues have been "paying off the obligations according to the schedule." He noted, however, that the division is still $43 million in debt.

THE bonds originally issued for the highway's construction are to be repaid by 2002. If that schedule is met, toll revenues thereafter will revert directly to the state, Davis said.

While it is conceivable that tolls might be discontinued at that time, a more likely prospect is their continued collection to build up the state highway fund account.

Davis also cited records showing that, of all vehicles passing through the "mainline toll barrier" at the Delaware-Maryland border, 95.5 per cent were out-of-state cars. His point was that Delaware tax monies are not sustaining Interstate 95 operations.

"The road is not a burden to the taxpayer," he emphasized. "If he wants to use its service, he pays for it in tolls."

Right now—with the heat on evaders again—more motorists are likely to be paying for the service. The holiday hustle, after all, provides enough of its own clanging bells, blinking red lights, and expenses.

TOLLWAYS

BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

JAN 1973

RECEIVED JAN 30 1973 GENERAL MANAGER'S OFFICE Del. Turnpike

Faries Named Delaware Superintendent

The appointment of Elmer T. Faries as Superintendent of Operations for the Delaware Turnpike, as of January 1, 1973, was announced this month by Earle M. Davis, General Manager. Mr. Faries' duties will encompass toll collection and all maintenance activities, Davis added.

Just One Sign for I-95

While proceeding north on I-95 from Newark to Wilmington, obviously there are two routes a motorist can take to reach downtown Wilmington. He may either branch to the right and take I-295 and then the Du Pont Highway into the city, or he may continue straight on I-95 and arrive in the city a lot quicker.

It is impossible to describe the joy a motorist feels when he chooses the express route to Wilmington only to find that "up ahead" there is an unbelievable traffic jam and that it will take anywhere from 20 minutes to an hour to travel the remaining couple of miles to Wilmington proper. And once you've passed the I-295 fork in the road, you're there for the duration.

The big green directional signs are lovely, the telephones I know will be great once they're operational, and the new paved shoulders will be very nice when they're finished, but why not give us something we need now — some type of sign operated by remote control to indicate that there is trouble ahead and thereby detour traffiic?

Money is being spent left and right on this particular road, which certainly has to be considered one of our main thoroughfares. The cost of one such sign cannot be too prohibitive. Signs like this are located every few miles on the New Jersey Turnpike.

Please, give us something we all need now.

Mrs. Anne M. Hill
Newark

Transportation plans urge better bus service

Better bus service for Northern Delaware is the principal concern of two plans of a transportation review committee.

The committee, composed of public officials, councilmen from Wilmington and New Castle County and state legislators, adopted a short-term transportation plan to upgrade bus srevice. It also considered long-range plans to create a department of transportation, which would have charge of all public transportation.

The two plans have been studied by the Governor's Transit Task Force of Northern Delaware.

Heavy emphasis in the reports was placed on public transportation.

The committee received the task force recommendations at a meeting Friday in County Council chambers.

Members of the task force are businessmen and citizens representing civic groups along with professional planners from the county and the cities of Wilmington and Newark.

The two groups—task force and review committee—were appointed by former Gov. Russell W. Peterson.

Among short-range recommendations were:

—Delaware must consider attractiveness of service and price of both highways and transit "if the commitment to a 'balanced transportation system' is to be fulfilled."

—Transportation planning must include both transit and highways if it is to be comprehensive and balanced.

—Dependable financial support "must be established."

—Parking policies in urban areas should be re-examined and modified to conform with transportation policies.

—Frequent all-day service should be the goal of the Delaware Authority for Regional Transit within the next five years.

—The fare structure on buses should be revised without substantially reducing net revenue and with emphasis on increased ridership."

More far-reaching proposals are being considered by the committee.

These include:

—Restructuring the administration and policy formation processes of the total transportation system.

—Changing the financial structure of the transportation system to make it more responsive to the priorities established in a balanced transportation plan.

—Utilizing land use policies to achieve a balanced transportation system and recognizing "policies detrimental to a good system."

This would lump all public transportation facilities together into a department of transportation.

It would establish a unified financing program and would modify the present user fee financing system tied to revenue bonds so excess revenues could be used to support other parts of the transit system.

THIS recommendation would affect the Delaware Turnpike Authority which has been showing annual revenue surpluses.

The recommendation would also affect the Delaware River and Bay Authority to allow more direct public approval and control and "more flexible use of revenues."

The task force, when it completes its work, will make transportation policy recommendations to the governor.

Differences, Difficulties Coming to Surface

Road to Transportation Plan Getting Bumpy

By GEORGE MONAGHAN

The quest for a nice, clean state transportation policy that people can really understand is getting as slow and sticky as rush-hour traffic on a hot day.

In the beginning, the idea was fairly simple:

PUT the state's public transportation facilities — its buses, highways, turnpikes, bridges — all under one big authority.

Then take some of the financial fat from the rich ones and give it to the poor ones.

As long as the idea remained an idea no one complained. But now the time for decision is nearing, and differences and difficulties are showing up.

HAVING a transportation policy was the idea of former Gov. Russell W. Peterson, a Republican, and that might be part of the problem now.

Gov. Peterson set up a transportation task force to decide what transportation policy should be and he named citizens and planners to the committee.

Then he set up a review committee made up of city and county councilmen and representatives of the public to review the ideas of the task force.

ONE task force member, James Assimos, came up with the big authority idea and the commitee adopted it — partially.

But before it went to the review committee to be adopted and sent to the new governor, Sherman W. Tribbitt, some big changes were made.

BACKGROUND

As Assimos first saw it, the big excesses of money piled up by the Delaware Turnpike Authority and the Delaware River and Bridge Authority, would help finance a mass transit system that would move people in northern Delaware quickly and efficiently.

THE turnpike authority, for instance, has an estimated $6-million surplus for 1973. Last year, the bridge authority had a surplus of over $6 million.

The key to the idea was to convert the revenue bonds of the bridge, the turnpike and the Wilmington Parking Authority into general obligation bonds with backing of the state.

The same rate structure used to pay off the revenue bonds would be employed. User charges would cover operating costs, principal and interests, plus a 20-per-cent cushion as a safety margin.

MAKING the bonds general obligation bonds would eliminate the need for the 20-per-cent cushion since the backing of the state was there instead. That 20 per cent would go into a special balanced transportation fund to finance mass transit.

By the time the proposal came before the review committee a few weeks ago, the idea of the big independent transportation authority had been toppled.

The new idea looked something like this:

REVENUES from the sale of bonds would be used to finance capital improvements "approved by the General Assembly," in a unified transportation budgtt.

"Any surplus," says the proposal, "would go into the state's general fund to be appropriated by the General Assembly for operation and maintenance of the transportation sysem."

This way, the committee says, the independent revenue bond authority would come under public control and it would allow flexible use of surplus revenue.

AND, the group says, it would eliminate the severe restrictions on the use of surplus revenues contained in bond trust agreements designed to protect the bondholders.

In addition, the financial structure of the Delaware River and Bay Authority would be changed to allow "more direct public approval and control by elected officials."

Surplus revenues would be divided equally by New Jersey and Delaware under this proposal.

These are just the financial portions of the proposed long-run policies, but they are the stickiest and the most likely to develop hangups.

This is one of the reasons Sen. Michael N. Castle, R-Wilmington, thinks the comittee should have given more thought and time to its bond proposals.

"I think we should go over these ideas with a bond lawyer to make sure we know what we're doing," Castle said.

CASTLE touched on another point that isn't a problem yet, but could be getting that way.

So far, he says, Tribbitt says shown "no particular concern" in the proposals of the task force or the work of the review committee.

A spokesman for the governor, though, denies that the governor isn't interested. He insists the governor is, and intends to review the proposals. Other than that, he had no further comment "at this time."

One of the key members of the review committee is Charles S. Eller, chairman of the state advisory council on Highways, a group which has something to say about highways since it has to approve where they go.

ELLER was an appointee of Peterson and his term expires in August, so it's presumed he won't be on the review committee after that.

But he has made some key criticisms of the task force proposals, although he says he admires the group for the determination with which it went about its task.

First, he says, he objects to the part that says all transportation policy planning in the Wilmington area should be subject to "review and concurrence" by the Wilmington Metropolitan Area Planning Coordinating Council regardless of the source of income.

"I'LL admit," Eller said, "that a lot of weight should be give to them, but they shouldn't have veto power. They should have the authority to review and recommend, not concur."

He says he's also had problems getting the interest of the governor in transportation problems. Twice, Eller says, he's written the governor "to discuss problems," but his letters have never been answered.

But the real sticklers for Eller are the proposals about the bridge and the turnpike bonds.

GETTING New Jersey involved, he said, "could sink the whole thing."

And then, he said, he doesn't like the idea of revenue surpluses going into the general fund of the state, subjecting that money to annual reviews by the legislature.

The turnpike's source of revenue, Eller says, should be protected from political pressure and this can be done only by an independent turnpike authority.

This authority, he contends, should raise the gate toll from the basic 30 cents for an automobile to 40 cents so that the expansion to 12 lanes can be completed.

THAN an additional 5 cents should be tacked on and this could be used to help the Delaware Authority for Regional Transit stay out of the red. That amount could come to about $800,000 a year, if traffic projections hold up.

Eller says there is no "reasonable" way to avoid expansion of the turnpike.

Last year, there were 21 million turnpike trips and he says that by 1980, that figure will jump to 39 to 40 million, and "if we don't protect it, the turnpike will become congested and revenue will drop off."

AFTER 1980, it won't be feasible to continue expansion of the turnpike, he said, and alternative roads will have to be found.

The point, says Eller, is that by 1980 people won't be sufficiently "conditioned" to the control of their automobiles. That means continued emphasis on highways.

Members of the task force committee wouldn't agree with all of Eller's contentions of course, and continued development of the turnpike authority is one of their worries.

PART of this development could be the proposed $200 million high speed toll road to link southern and northern Delaware.

As originally conceived, that road would become part of the Delaware Turnpike Authority since this would be the best way to finance it.

One task force member said this would drain funds from the turnpike to pay for the new toll road at the expense of development of mass transit.

OTHERS argue with the projections of increased traffic. Assimos, for one, thinks they are not necessarily so.

He says they assume conditions in 1980 will be just as they are today and that might not be true.

Development of mass transit, for instance, could drain away much of the projected increase.

AND the possibility of gasoline rationing and price increases because of growing shortages could further influence the projections.

As for the elimination of the independent transportation authority, Assimos says:

"Well, I guess Delaware just isn't ready for that kind of thing."

ALMANAC CORNER

opinion

The Morning News, Friday, March 16, 1973 • • Page 30

Why not let a tollway do the job?

There is no doubt, in hindsight, that Delaware made a serious and irretrievable mistake when it told the federal Bureau of Public Roads in 1956 that it did not want the interstate highway network to include a north-south link between the Wilmington and Dover areas.

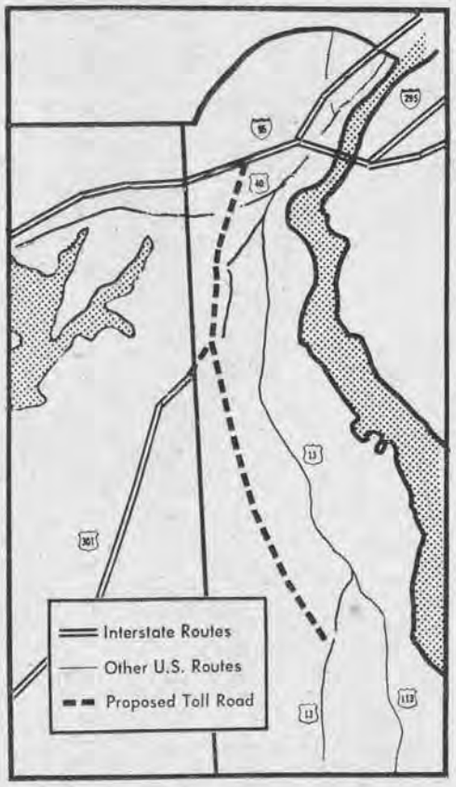
Today, when most of the nation has nearly finished the rural, cross-country parts of the interstate system, Delaware must pay a high price for the insularity and short sightedness that caused it to reject federal 90-10 financing of a Wilmington-Dover expressway 17 years ago. So far, the price has been paid in terms of steadily worsening congestion on U.S. 13 and the annual expense of safety improvements at its many intersections, plus the recent widening to six lanes within Dover. But that is only the beginning.

Eventually the price must include either building a new interstate-type superhighway or converting U.S. 13 into such an expressway. Unless it is built as a toll road, the best kind of financing that will be available is 50 per cent federal money, and Delaware already has a long waiting list of projects that have to be funded out of the same limited annual allocation. Now that bus transit projects are likely to come out of federal highway trust funds, there will be even more competition for Delaware's share.

The West Dover bypass alone—already discussed for more than a decade—will probably take at least 10 more years to complete in the normal course of 50-50 federal-state financing. And that is only about one-third of the length of the needed link from Wilmington to a point below Dover's congested area.

Another one-third of the distance would consist of the route generally described in New Castle County plans as the Bay Bridge Connector—a limited-access route from Interstate 95 near Christiana to Maryland's Blue Star Highway which ends abruptly at the state line west of Middletown. That connector, too, has been discussed for a decade, and it will become more important this summer when the opening of the twin Bay Bridge uncorks the bottleneck that has previously kept many travelers from using U.S. 301 as a bypass of the Baltimore and Washington areas. But there is no likelihood of the connector being started anytime soon with 50-50 funding.

So the obvious alternative is to construct the entire highway as a toll road. The last General Assembly authorized a feasibility study and then proceeded to forget the subject.



Map by Jean Bennett

Now a new legislator, Sen. Charles E. (Pete) Hughes, R-Silverside Heights, has introduced a bill that would set a deadline next Jan. 10 for the secretary of highways and transportation to submit legislation and specific details of a north-south toll road plan.

The Hughes bill seems to approach the problem the hardest possible way, however. Since it also calls for an immediate bond issue of $1.5 million for design and purchase of rights-of-way, it requires a three-fourths vote in both houses — and runs against the custom of lumping an entire year's bond authorizations into a single capital budget bill.

Also, the Hughes bill makes no mention of the fact that Delaware already has a functioning turnpike unit within its division of highways, headed by a general manager, Earle M. Davis, and with a newly named superintendent of operations, Elmer T. Faries. The turnpike is deeply involved in construction already, with preliminary work under way toward converting its eastern section from six to 10 lanes. It has know-how for planning, construction, maintenance and toll collection.

Rather than set up a whole new hierarchy to build and operate a north-south toll road, the General Assembly should simply ask the existing turnpike organization to add the north-south route to its plans and pass whatever authorizations are needed to sell turnpike revenue bonds for the project.

The immediate bond issue specified in the Hughes bill cannot be used anyhow because Section 15 of the same bill forbids the spending or encumbering of any money on the north-south toll road until after the report that is mandated for next Jan. 10 has been submitted. So there is no reason for inviting the political difficulties that always plague a bill that requires a three-fourths vote.

Shore vacationer shot by hitchhiker

A 22-year-old Colorado man, vacationing on the Eastern Shore, was shot and robbed Saturday by a hitchhiker he picked up in College Park, Md.

Delaware State Police gave this account:

Ronald George Chaney of 3840 Dudley St. Weatridge, Colo., en route to Philadelphia, picked up the hitchhiker in College Park about 9:30 a.m.

The victim and his passenger drove north on the John F. Kennedy Memorial Highway. The hitchhiker pulled a .38-caliber revolver and ordered Chaney to pull over near the Delaware 273 interchange.

He ordered Chaney into the back of the van and shot him in the mouth. The hitchhiker then drove near Aberdeen, Md., where he tossed the victim into the roadway.

Investigators for the Harford County sheriff's office said they learned from Chaney he made his way out of a wooded area and stopped a passing motorist on Bush Chapel Road.

The motorist took him to Harford Memorial Hospital, Havre de Grace, Md., where he was given emergency treatment, then transferred to University Hospital in Baltimore where he received further treatment and was released Sunday.

The hitchhiker got $12 from Chaney.

Del. Turnpike Tolls Joining Hike Parade

Corrected with N.J. 8/17/73

Parts of the Delaware Turnpike will be widened to 12 lanes—and to finance construction, the toll will go up at the Maryland line plaza.

Automobiles will be charged 10 cents more starting Jan. 1. Truck rates will increase by 50 cents.

Rates at exit ramps will not be affected. Gov. Sherman W. Tribbitt said the ramps are used mainly by local motorists and the toll plaza traffic is more than 90 per cent out-of-state motorists.

The toll increase was announced by Clifton E. Morris, secretary of highways and transportation.

According to his office, the turnpike will become a "dual-dual" highway from Delaware 141 to Delaware 273. Right-of-way acquisition is 90 per cent complete, it was said.

Construction underway at some interchanges along the 11-mile turnpike ties into the newly announced project.

If the rates were not increased, Morris said, a bond sale of about $57 million would be necessary to finance the additional lanes.

His office said the toll increase is expected to bring in an additional $8 to $10 million a year. 1.9 million

Total revenue for the turnpike last year was almost $21 million. oper. revenue 6.8

Current rates are 30 cents for automobiles; 50 cents for four-axle trucks and 75 cents for five-axle trucks.

8/10/73 News

Delaware Turnpike rates go up—too

The toll rate for automobiles at the Delaware Turnpike toll plaza at the Maryland state line will increase by 10 cents on Jan. 1.

The increase, announced by Clifton E. Morris, secretary of highways and transportation, will finance the construction of additional lanes to ease congestion of traffic.

If the rates were not increased, Morris said, a bond sale of about $57 million would be necessary to finance the additional lanes.

Rates for four-and five axle trucks will increase by 50 cents. Rates at exit ramps will not be affected.

Gov. Sherman W. Tribbitt said the ramps are used mainly by local motorists and the toll plaza traffic is more than 90 per cent out-of-state motorists.

Current rates are 30 cents for automobiles; 50 cents for four axle trucks; and 75 cents for five axle trucks.

The Philadelphia Inquirer
Sunday, Sept. 30, 1973 □ Page 1-E D

orning News, Thursday, September 20, 1973

Turnpike phones in trouble

The Delaware Turnpike is having trouble with its emergency phones, intended to help motorists in trouble.

There are technical problems with many of the phones, believed caused by moisture seeping into the cables and causing short circuits. Many are not in service.

Those which are out of service are marked so that motorists will seek out the next one which is in service, according to Earle M. Davis, general manager of the turnpike.

Davis said he has arranged for a firm of communications technicians to study the problems, "come up with the answers and make the necessary repairs."

Davis said that calls from these phones have averaged from 100 to 130 a month.

Inquirer Photography by ERIC CROSSAN

THIS MOTORIST is lucky—he happens to have the right change and can get off the Delaware Turnpike at the Newark exit ramp. But lots of others are having problems, all connected with the exact change requirement. They are learning—the hard way—that the warning sign is anything but an idle threat. See story on Page 6-E.

Photography by ERIC CROSSAN

This is the menancing toll booth at the Rte. 273 exit of I-95 — police have backed up the sign

Unmanned Toll Stations Lose $25,000

100 Evaders a Month Pay a $5 Fine—Most Lack the Exact Change

An explicit order

By CHARLES P. WILSON
Special to The Inquirer

NEWARK. — The motorist pulls onto the Delware Turnpike's Newark exit ramp and suddenly gets that sinking feeling in his stomach.

A yellow sign with black lettering shows he will need 15 cents — exact change — to get through the automatic toll barrier and onto Delware 896.

But he has no change in his pocket. To back up, if he could, would be illegal and dangerous. He is an honest man but sees only one alternative.

He hits the gas pedal and goes through the unmanned toll station, while red lights flash and bells clange for the benefi of tany nearby state trooper.

If there is a trooper, the motorist may be one of 100 persons arrested each month for trying to evade tolls at one of six such un-manned stations on the Delaware Turnpike.

State Police admit there is no way to know how many of the thousands of motorists who go through without paying are dishonest. They agree, however, that many of those caught are people who just didn't have change.

Police policy is a $5 traffic violation ticket for everyone caught — with no exceptions.

Turnpike officials and state police say most of those arrested are "local" residents who know all about the exact change requirement.

About $25,000 annually is lost from toll-evaders at the four unmanned stations — two each at Stanton and Newark — officials said. Only at the main Delaware Turnpike toll barrier, at the Maryland line, are there attendants on duty to assist motorists.

Gov. Sherman W. Tribbitt, Clifton E. Morris, the state transportation secretary, and top turnpike officials say it would cost too much, even considering what is lost in toll evasion, to have the four unattended stations manned. They claim there is no undue inconvenience to motorists.

They add that the automatic toll stations are responsible for keeping the tolls low—15 cents at Newark and 10 cents at Stanton —as compared to 30 cents at the main toll barrier between Newark and Elkton, Md.

Motorists don't get much warning, either: There are no signs alerting them to the exact change requirement until they reach the exits.

The Turnpike, running from Newport to the Maryland line, is an anamoly in the first place: It's a toll road connecting two sections of Interstate Route 95.

Federal law prohibits tolls on highways built with a majority of Federal funds. But the Delaware Turnpike was built in 1961 financed by a $32 million state bond issue.

The man in charge when the road was built was William J. Miller Jr., who served as state highways director.

Miller, who is now director of the Delaware River and Bay Authority, said there was "no one person" who decided to place unattended toll stations on the Delaware Turnpike. He said the decision was made "jointly" by himself, his aides and his consultants.

The basis of the decision was a consensus that the cost of manning all but the main toll station on the road would be "prohibitive," Miller said.

He said the inconvenience of unmanned booths was considered, but costs made any other way of doing it "unfeasible." (The unmanned stations bring in 25 percent of the $17,000 daily toll revenue now.)

Over the years only one Delaware major official has raised his voice consistently against the unattended toll booths: State Sen. William F. Hart of Newark said the fight apparently ended when he retired from the Senate last year.

A Memorial

By NED DAVIS

Ned Davis is a former State News staffer who later served as press secretary to the late Gov. Charles L. Terry Jr. He is now vice president of Rollins International in Wilmington.

COOKIE.

It is hard to believe the silence of eternity has descended upon that vital voice which was the pivot wheel of the General Assembly for nearly three decades.

Others came and went, if not literally then at least in respect to the weight they were able to muster. Cookie abided forever, an adroit leader from the beginning to the end.

Everyone from governors on down the scale, whether private citizen or public official, solicited his support and leaned heavily on his ability to maneuver.

The stories, the memories if you will, are multiplying into the stuff of legend and anyone who has ever had cause to be in Legislative Hall for awhile will inevitably have his favorite story regarding the strong-minded, clever and knowledgeable senator from Kenton.

HE WAS THE KEY to most legislation whether Republicans or Democrats were in power. With his support you almost certainly would not fail; without it you were crippled to start with.

The special gift, of course, was that he had not merely the admiration, but the trust of his colleagues. They had faith in his word.

It is a hard lesson for many politicians to learn, but it still holds true that you only have to do what you say you will do. Fulfill that obligation and you have lived up to the criteria that most people expect. Senator Cook unfailingly did.

His colleagues' trust in him was such that they would go along with him even when circumstances made his course doubtful at best.

MY OWN FAVORITE illustration of that was on a marathon "going down" session in 1966 when the House of Representatives, 30 to five Democratic, decided to show Governor Terry that they were not about to be a lot of "yes" men after having gone along with him on nearly everything he had proposed.

The bill they selected to assert their independence was a Kent County tax measure, hardly a major concern of the upstate-dominated House of Representatives. They gave the bill only a handful of votes, far short of what it needed to pass. I was sitting with the governor in the balcony.

"Run over and tell Cookie," he said.

I walked up to Senator Cook, then the Democratic floor leader just as he was at the time of his death. The Senate had just voted 18-0 for a bill to turn Delcastle Farms over to the New Castle County government for use as a park.

WITHOUT HESITATION Cookie made a motion to table the roll call, a parliamentary maneuver preventing the measure from being officially passed by the Senate.

The puzzled Senators started buzzing, but above the uproar you could hear the refrain from both sides of the aisle, "Let's go along with Cookie."

A recess followed. The recalcitrant House gave Governor Terry his bill after talking with the Senate leadership and the Senators returned to the floor where that tabled roll call was announced — to the relief of John Daniello, now a cabinet officer, but then a member of the New Castle County government trying to establish a better park system.

The public was amused in 1959 when the 11 Democratic members of the Senate (there were six Republicans) divided 5-5 on organization. One man remained uncommitted.

HE WAS ALLEN COOK and he emerged as the president pro tem although at the time quite a few others had seniority.

No one else had his savvy, his certain instincts for separating the important from the trivial, for analyzing the passions and prejudices of his colleagues in order to make maximum use of their strengths and weaknesses in the give-and-take of the legislative process.

He was not much of a debater in the oratorical sense, not given to eloquence.

But his rapier wit and nimble mind made him more effective than many more polished speakers. He could "hone in" on a subject with rare common sense and he could speak out with conviction on those issues where he felt a strong sense of commitment.

HE REPRESENTED his constituency with earnest dedication on those matters where their views could not be mistaken.

Thus, he continued to oppose fair housing long after its inevitability, but he could do so — as many could not — without alienating liberal and black associates. It was generally accepted that he could not reasonably do other than he did.

Oh, he could be stubborn on occasion. But before long the sweet logic of reasonableness would come surging to the foreground with the consequence that his enmities were buried, the excesses that may have flamed in the past were banked so that attention could be focused on today's problems, not yesterday's quarrels.

Thus, he could withstand a withering chewing out on the Senate floor from then Lt. Gov. David Buckson and comment, "Well, I guess I had it coming."

THE INCIDENT occurred when Cookie, as president pro tem, convened and adjourned the Senate while Buckson, the constitutional presiding officer, was in Legislative Hall.

As everyone knows, they continued as great friends, as did so many people who had passing political differences with Senator Cook.

And now the Legislature will go on because life must. It won't even change very much from the interminable caucuses, the blatant wheeler-dealings, the frenetic June sessions, the unbelievable dawdling, the trite remarks, the confusion, the arrogance, the manipulations, the whole sometimes sordid, sometimes dull, ball of wax.

BUT A LOT WILL BE GONE.

Where will we find the comic relief that always accompanied Cookie's appropriation bill for repairs for the Kenton School? "It's had more new roofing than any other building in the state," one colleague remarked.

But, fundamentally, what will be gone was his ability to get things done, to keep the legislative processes moving on course through the tendency for delay and amendment.

And while we will miss him as a legislator, it is because we liked and respected him as a man that we suffered for him in his final agony which he faced with incredible courage and dignified refusal to cower and cry out, "Why me?"

Rather he faced with equanimity and an uncompromising steadfastness in his life style that which had to be faced.

We saw him in the hospital in the fall and were startled by the changes in appearance at the Jefferson-Jackson Day dinner and, of course, were filled with heartbreak when we saw him mortally ill at the last.

BUT HE WAS NEVER BROKEN. His optimism and determination were a triumph of the spirit and his sons and widow have every cause to be proud.

There probably have been more gifted, more eloquent and educated men and women serving in the General Assembly since Legislative Hall was built in 1933. But by any fair standard of judgment, Cookie, who served there for more than half of those 40 years, would have to be regarded as the preeminently dominant figure of them all.

Continued on Page 7

SEN. ALLEN J. COOK

Black crepe yesterday draped the desk and chair of Sen. Allen J. Cook in the Senate. Cook, who died Jan. 9, was minority leader of the Senate. A special election on Feb. 14 will choose his successor in the Senate. (Staff photo by John Flanagan)

State News & Daily Eagle, Thursday, January 31, 1974

Auditor Cites No-Bid Policy

Turnpike Probe Proposed

By JACK K. RUSSELL
Staff Writer

DOVER — Investigations into leasing arrangements and engineering costs of the Delaware Turnpike today were recommended by State Auditor Earl McGinnes.

McGinnes issued an audit report showing consulting and engineering costs of the turnpike have exceeded $5 million since its creation in 1961, most of it going to a single firm without competitive bids.

McGinnes said the same firm — Howard, Needles, Tannen and Bergendorf — acts as consultant to recommend new construction and then profits from engineering those projects.

"SINCE THE INCOME of the consulting firm is directly related to the size and scope of a project which has been proposed and approved, there appears to be no braking factor operative in deciding which projects are essential as opposed to those which are proposed simply because the money is available," the audit report said.

McGinnes recommended the turnpike investigate reducing its consulting and engineering costs by competitive bidding among other competent firms and employment of a full-time staff engineer to help put the brakes on turnpike spending in light of expected decreased revenue because of the energy crisis.

The auditor also recommended an investigation be conducted into the background of a license agreement entered into in December, 1966, between Texaco Inc. and the Howtex Travel Company to run the gas company's turnpike service station.

MCGINNES SAID Bernard Isaacson, an officer and director of Howtex from 1968 to 1971, had a variety of other connections with the turnpike:

- He was a partner in Isaacson, Stolper & Co. which conducted audits of the turnpike's books from 1962-1968.
- Isaacson served on the Delaware Highway Department from March, 1969, until it was dissolved by the Department of Highways and Transportation in June, 1970.
- Isaacson has been and now is a member of the firm of J.K. Lasser and Co., which has audited the turnpike books for 1971 and 1972 and currently is engaged in auditing calendar 1973 operations.

McGinnes said it would be "advisable" for the turnpike to hire an "independent" certified public accounting firm as required by its agreement with bond trustees.

Index

4 Sections	32 Pages	Editorials	6-7
Astro-Guide	31	Hospital Notes	31
Classified	27-31	People	25-26
Comics	16	Police Beat	3
Coming Events	15	Quick Takes	9
Courts	8	Sports	17-22
Crossword	31	Television	14
Deaths	13	Weather	5

The Highway Lobby

The Delaware Turnpike which is a segment of the interstate highway system has become a bonanza for the Delaware highway lobby.

The attitude of the Department of Highways and Transportation, in regards to the Delaware Turnpike has been to keep the highway lobby happy, especially the consulting firms and the highway contractors because the "tips" are good. Any benefit to the citizens of Delaware is incidental. Properly, the Delaware Turnpike should have its bonds paid off and become a freeway segment of the interstate highway system.

Now, the department has initiated a new scheme using the Delaware Turnpike as a basic component in financing this scheme. This scheme should make the highway lobby ecstatic and the "tips" should be good for years to come.

The department wants to build a north-south extension to the Delaware Turnpike using the Summit Bridge over the Chesapeake and Delaware Canal. The bridge is a federally owned free bridge under the jurisdiction of the U.S. Corps of Engineers. To use this bridge as a basic component of a toll-road system, which by the way can be closed down whenever the U.S. Corps of Engineers sees fit, will be a first in the United States. I consider this move a violation of the spirit and direction of the public trust to keep our roadways open and free to all our citizens.

According to the original S.B. 363, which is the only legislation that is public knowledge, the department wishes to extend the bonding period of the Delaware Turnpike from the present date, the year 2002, to the year 2014. This 12-year extension is unnecessary as the Delaware Turnpike can easily be paid off by the year 1980. I believe this violates the U.S. enabling statutes which permitted the segmenting of the interstate highway system. Again, this violates the spirit and direction of the public trust to keep our roadways open and free to all our citizens.

To permit the Delaware Turnpike Authority to grow into an uncontrollable public monstrosity catering mainly to the highway lobby will indeed be a corrupting event in Delaware public life.

James Assimos

Wilmington

—

EDITOR'S NOTE: Existing plans call for the road over the Summit Bridge to be toll-free for local traffic.

Evening Journal
Wilmington, Del. February 1, 1974

Transit Chief Morris Resigns, Hall Steps In

By WALT RYKIEL
Dover Bureau Chief

DOVER—Clifton E. Morris, plagued by ill health and a Senate investigation, resigned today as secretary of the Department of Highways and Transportation.

Gov. Sherman W. Tribbitt also lost another high administration official, Dr. Russell M. Cory, director of the Division of Revenue, who resigned yesterday to return to the Alfred I. du Pont School District in an administrative position.

Tribbitt, at a press conference in his office, announced that Cory will be replaced by Louis N. Megargee, director of the Division of Accounting, effective immediately. He did not name a replacement for the accounting slot.

The governor nominated Army Col. Clifford E. Hall, his military adviser since January 1973 and state director of Selective Service since 1961, to replace Morris.

Hall's appointment requires Senate confirmation. Tribbitt said all state senators have been notified of the nomination and the governor hopes the Senate will meet in special session to act on Hall.

Morris is home recovering from an unspecified illness. He had been hospitalized two weeks.

Several senators had called for his resignation, claiming the department is not performing properly. The Senate Highways Committee held hearings in the wake of the charges and was planning more.

The committee is chaired by Sen. Charles E. (Pete) Hughes, R-Silverside Heights. Hughes is a friend of Morris and has supported him throughout the hearings.

Tribbitt had consistently said he would not ask Morris to resign based on information that came out of the hearings to date. Tribbitt said today the resignation comes from a mutual agreement.

He emphasized that Morris' health brought about the resignation. He said doctors have told Morris he may have to move to a different climate for his health.

Hall is not new to Delaware government. He was elected state auditor on the Democratic ticket in 1954. He was appointed an accountant by the General Assembly Joint Finance Committee in January 1958 and held that post until he became director of Selective Service.

He served 18 years in the National Guard and will complete 20 years active duty with the Army in September. If he is confirmed by the Senate, half his salary will be paid by the federal government until he officially retires in September.

Federal law allows him to take the state job. His state salary would be $29,000 a year.

Megargee has been director of accounting since October. Before that he operated his own firm as a certified public accountant.

Tribbitt said he has been assigned to the division of revenue since Boeing Computer Services, Inc., began a study aimed at revamping the division several weeks ago.

"He will be capable of implementing the Boeing recommendations," Tribbitt said.

Tribbitt also said he has signed the Senate bill to release $17.5 million to be paid in tax refunds for calendar year 1973. The governor said 4,540 checks for personal income tax refunds have been processed and will be mailed Feb. 21.

A Time to Be Born, And a Time to Die

No one could write as eloquent a paean of praise to State Sen. Allen J. Cook as Ned Davis has done in the columns next to this one.

"Cookie" --- as one and all knew him at Dover's Legislative Hall --- was a consummate politician, but also a man with a heart and a sense of duty to his fellow men.

The death of such a man is a good time to point out that the caliber of state legislators --- not only in Delaware, but in most states --- leaves much to be desired.

Certainly, no one could imagine a legislature --- or a Congress, either --- without the wheeler dealers who keep the political wheels turning.

But, any observer of Delaware's legislature --- or any other state legislature --- knows that each session contains its measure of duds and dullards whose only claim to a seat is that they managed to outrun some other dud or dullard.

There are some members of the legislature who contribute little to the processes of making laws other than to kick in a few bills of special interest to their constituents.

Other than that, they hew to the party line on most of the bills that come up for a vote.

The annual performance --- or non-performance --- of the state legislature should be a matter of great concern to the voters. But, it isn't.

Perhaps it is time we considered the fact that making the laws of a state or nation should be a job that requires the full-time attention of capable people.

And, we should set our legislative sessions accordingly, and pay the people what they are worth.

It does little good to shout about what the executive branch of government does in enforcing the laws if the trouble lies in the laws themselves...and in the people who make them.

JIM SCHMIDT
Staff Writer

Cook Services Slated for Sunday

DOVER --- Gov. Sherman W. Tribbitt has signed an executive order to fly the state flag at half staff through Jan. 31 in memory of Sen. Allen J. Cook (D-Kenton) who died yesterday.

Services for the minority leader will be held Sunday at 2 p.m. at Faries Funeral Home in Smyrna, where friends may call Saturday night.

In accordance with the senator's wishes, he will be buried in a plot on his family farm in Kenton, of which he was a lifelong resident.

Friends are asked, in lieu of flowers, that contributions be made to the Carpenter Clinic, Wilmington Medical Center.

When the news of Cook's death reached legislative leaders, this week's scheduled sessions of the General Asembly were cancelled.

Tributes to his life came from both sides of the aisle and from the executive suite.

Tribbitt said Cook in 25 years of service had not made an enemy, and that he had served proudly with him many years in the General Assembly.

The governor also spoke of the senator's effectiveness;

"He often caught the grain of an issue and could convince by wisdom, not by force."

Cook, said Tribbitt, "was an able statesman, a fine man."

Praise was also offered by Sen. Reynolds du Pont, (R-Greenville), whom Cook helped upset as president pro tem exactly a year ago.

Du Pont said, that although they often differed, he had a "profound respect and warm regard" for the senator.

Sen. President Pro Tem J. Donald Isaacs (R-Townsend) who replaced du Pont said: "He was the only one I had to work with when it came to the Democratic side of the aisle. There is no one who can replace Allen Cook."

What Better Way of Starting the Year...

A New SHEAFFER

Turnpike's consultant fees setup questioned

By Ralph S. Moyed

Consulting engineers have collected more than $5.2 million in fees for work on the Delaware Turnpike under an arrangement that has been questioned even by state highway officials.

State auditor Earl McGinnes yesterday released a report showing that fees paid to the engineers since the inception of the project in 1961 amounted to 12.6 per cent of construction costs. One firm received nearly all that money.

McGinnes called on state highway officials to end the arrangement under which one firm — Howard, Needles, Tannen and Bergendorf — acts as operations and maintenance consultant for the turnpike, recommends construction work, and then performs the design work on any construction it recommends.

In the same special audit of the turnpike, McGinnes called for an investigation of possible conflicts in the lease for one of the service stations on the turnpike.

For some months before McGinnes released his report, federal investigators have been looking into the affairs of the turnpike as part of a wide-ranging inquiry into activities of the state Department of Highways and Transportation over the last five years.

A federal grand jury is investigating the possibility of kickbacks to state highway officials from road contractors and consultants.

In the audit report, McGinnes said the arrangement with Howard, Needles, Tannen and Bergendorf encourages "the proliferation of projects" and needs to be changed especially in light of cuts in revenue resulting from fuel shortages.

Last fall, Richard A. Haber, highways division director, said the arrangement would be changed with the refinancing of the turnpike in conjunction of a north-south toll road. Turnpike manager Earl M. Davis took the same position yesterday. Haber said he recommended the abandonment of the arrangement because there is a basic conflict for an engineer who recommends construction and then designs the work.

The north-south toll road, however, has been relegated to a low priority because of the energy shortage. It is uncertain when it might start.

McGinnes recommends that the highway department move ahead with steps to change the arrangement with Howard, Needles, Tannen and Bergendorf.

He suggests that the Department of Highways and Transportation look into

See AUDIT—Page 2, Col. 1

Continued from Page One

how much other engineering firms would charge "on a competitive basis" and hire a competent staff engineer to study recommendations for new construction work and any other design work performed by outside engineering firms.

In the same audit, McGinnes suggested that state officials take a closer look at the role played by accountant Bernard Isaacson, of Wilmington, who served variously as a member of the old highway commission, as a member of the firms that performed the audits for the turnpike and as a principal in a firm that subleased the Texaco station on the turnpike.

Isaacson's old accounting firm, Isaacson, Stolper & Co., was the auditor for turnpike accounts through 1967. The next year he became a commissioner of the former highway department and another firm took over the turnpike audits.

While a commissioner (and later a member of the highway advisory council) from 1968 through 1971, he was an investor in Howtex Travel Co., which subleased the service station from Texaco.

Isaacson yesterday said he hasn't been involved with Howtex since 1971. Isaacson became a member of the accounting firm of J. K. Lasser & Co., which performed the audits for the turnpike in 1972 and 1973. The firm of Krieger, Dwares & Stein, he said, will perform the 1974 audit.

Isaacson said his firm never performed any audits while he sat on the highway commission or advisory council. He said his involvement with Howtex, while on the commission, did not put him in any conflict because Howtex never negotiated directly with the state. It was Texaco that had the contract with the state and subleased the station to Howtex, he said.

Tollways - Sept 1974

Easy Maintenance at Delaware Turnpike

The Annual Report of the Delaware Turnpike, operated by the Delaware Department of Highways and Transportation, IBTTA Active Member, features this unusual photo showing maintenance personnel operating the controls used to lower the entire 16-lighting-fixture assembly from the top of its 160-foot high-mast tower. This arrangement allows safe and convenient maintenance to be performed routinely at ground level. Ten such towers provide all the necessary illumination for the 200-acre route 273 interchange.

Women Voters oppose plan to widen turnpike

By Ralph S. Moyed

Two League of Women Voters groups have called on Gov. Sherman W. Tribbitt to order an immediate halt to plans for expanding the Delaware Turnpike to 12 lanes.

In a major position paper the Leagues of Women Voters of Greater Wilmington and Newark insist the turnpike operation must be brought under tighter public control. The LWV organizations say the expansion project should be reviewed in light of the energy crisis, environmental questions, the use of mass transit and its impact on future growth.

The two LWV groups have a membership of more than 400 women. The league was founded in 1920 to educate the citizenry on major public issues.

There was no immediate reaction from Tribbitt, but Earle M. Davis, manager of the turnpike, said it would be "crazy" to start construction before there is evidence that traffic is taking an upturn.

Through traffic on the turnpike was down 40 per cent in February. Davis said there are indication that it will take an upturn for March.

The women's group urged Tribbitt to stop "any and all actions" related to the expansion and submit the plans to the Wilmington Metropolitan Area Planning Council (WILMAPCO) for an evaluation of the project's compatibility with regional transportation and land-use goals.

The LWV position paper dealt briefly with the organizations' concern that the turnpike's semi-autonomous nature makes it unresponsive to the needs of the public and too responsive to the desires of turnpike bondholders and road-builders.

The LWV groups questioned whether Tribbitt has the authority to hold up the project because it has been recommended by turnpike consultants. The league contends that under the trust agreements establishing the turnpike operation, the consultants may have the last word.

Davis, the turnpike manager, disagrees.

Davis said the governor through the secretary of highways and transportation, has the authority and could exercise it if he deems it necessary.

But, Davis said, turnpike and highways officials are not going to allow a start of construction until there is a determination of the effects of the energy crisis on turnpike traffic. "Nobody in his right mind would move ahead if traffic did not pick up," Davis said.

The expansion was approved by the old state Highways Commission in 1970 and a $16.4 million bond issue subsequently was floated to finance the project. Planning has reached an advanced stage, but, Davis said, "there hasn't been an ounce of concrete poured."

The LWV groups claim the project was conceived "in total isolation from" important questions.

The position questioned the turnpike's expectation that traffic will return to 1973 level by 1980. It suggested that the expansion would encourage wasteful use of energy resources. It said the project was planned without attention to the concept of encouraging the use of mass transit.

Davis, however, said the expansion would be needed to accommodate buses. Designers are considering including a "designated bus lane" in the project, he added.

The position paper said the project should be delayed at least until the state Division of transportation completes development of short- and long-range transit plans for northern Delaware. The paper also urged that the division make public whatever conclusions it already has reached.

Bockman Named To Turnpike Post

By JACK K. RUSSELL
Staff Writer

DOVER — Former House Speaker Harold T. Bockman of suburban Wilmington has been appointed general manager of the Delaware Turnpike, it was learned yesterday.

Bockman will take over Oct. 11 from Earle M. Davis, one of the last remaining carry-over appointees of former Gov. Russell W. Peterson.

Secretary Clifford E. Hall of the Department of Highways and Transportation notified Bockman of the appointment yesterday. He will be paid $22,000 a year.

Bockman will have to resign his present post as director of the Division of Industrial Relations in the state Department of Labor and Industrial Relations before assuming his new post.

HALL'S APPOINTMENT of Bockman ends an 18-month attempt by the Tribbitt Administration to get rid of Davis. Davis was appointed in 1969 to replace the Democratic manager, Charles A. Rutter, in the non-Merit System job.

Davis was then placed under the Merit System to protect his job from the political fortunes of war. However, Hall recently received an opinion from the Department of Justice that Davis' job was not legally under the Merit System and Hall terminated his services.

Bockman, who celebrated his 62nd birthday yesterday, said today he has not yet been officially informed of his appointment but acknowledged that he had applied for the job.

"I see it as a challenge," the former Speaker said.

HALL LATER CONFIRMED that the switch is being made.

As manager of the turnpike, Bockman will preside over the day-to-day operations of the 13-mile stretch of toll road which links the Delaware Memorial Bridge with the John F. Kennedy Turnpike at the Maryland state line.

Pending in the General Assembly is legislation which would build a north-south spur of the turnpike with revenue and general obligation bonds after first buying up outstanding revenue bonds which originally funded the turnpike construction in 1963.

Presently, the turnpike has an income of almost $1 million a month.

LABOR SECRETARY J. Thomas Schranck was out of town today and not available for comment. He will have to appoint Bockman's successor as director of the Division of Industrial Affairs, with the advice and consent of Gov. Sherman W. Tribbitt.

Bockman said he has no idea of who is in line to replace him in the labor job.

Bockman, a former president of the Delaware State Labor Council, served as speaker of the House in 1965-1966 following the 1964 landslide of the late President Lyndon B. Johnson.

Bockman To Head Turnpike

Wallace Appointed Transportation Chief

The Delaware Turnpike will become a separate division in the state Department of Highways and Transportation, according to the department secretary, and it will be headed by Harold T. Bockman.

Bockman, a veteran Democrat, has replaced Earle M. Davis as turnpike general manager. Davis, appointed by Republican Gov. Russell W. Peterson, has been fired.

Secretary Clifford E. Hall, made the change with the approval of Gov. Sherman W. Tribbitt.

With Bockman's appointment and the appointment olast week of John B. Wallace to fill the long-vacant job of director of the transportation division, the Tribbitt administration has completed political turnover in the department after 20 months in office.

Hall announced the reorganization plan — the change in status of the turnpike — yesterday.

If the reorganization is implemented, Tribbitt will have to approve Backman's appointment as division director.

Until now, the turnpike has been run by the highways division. There were some legal problems involved in replacing Davis that were cleared up with an opinion by the Department of Justice last month, Hall said.

Former State Auditor Earl McGinnes had raised the question whether Davis, originally hired outside the merit system, was properly put under merit system protection by Peterson.

The Department of Justice ruled last month that Davis was not properly under the system.

Democratic Party officials recommended Bockman for the job and Hall hired him. Hall said Tribbitt approved the change, although no formal approval was required.

Not so with Wallace. As director of a division, Wallace required Tribbitt's written approval.

Hall had named him to the job in July but Tribbitt didn't act on the nomination until last week, after the General Assembly recessed, presumably for the year.

Bockman's salary is $22,000, Wallace's $21,840.

Wallace, a 55-year-old retired brigadier general who headed an airlift wing at the Dover Air Force Base, had been caught in a political cross-fire.

Downstate Democrats, recalling their difficulties with another retired Air Force general, former Secretary of Public Safety Fred W. Vetter, objected to a military man in the post. Upstate Democrats had their own candidates for the post and complained.

Bockman came into politics via the trade union route. He was business agent for the Painters' Union before he became head of the old Department of Labor and Industrial Relations in the early 1960s. Bockman was elected to the House in 1964 and served his 2-year term as speaker before being defeated for reelection in 1966. He later served as Democratic chairman in New Castle County and president of the Delaware State Labor Council.

Bockman moves to the turnpike from a job as director of the division of industrial affairs in the Department of Labor.

this morning

The Morning News, Thursday, September 12, 1974 •

Bockman, Wallace get turnpike, transit jobs

By Ralph S. Moyed

With the appointment of new chiefs for the Delaware Turnpike and the transportation division, the Tribbitt administration has completed its takeover of key jobs in the Department of Highways and Transportation.

Earle M. Davis, appointed by Republican Gov. Russell W. Peterson, has been fired as general munager of the turnpike, and a veteran Democrat, former House Speaker Harold T. Bockman, has been named to replace him.

Gov. Sherman W. Tribbitt finally gave the green light last week for John B. Wallace, a retired Air Force general, to fill the long-vacant job of director of the transportation division.

With Democrats serving as secretary of the Department and its other two divisions, the Tribbitt administration thus has completed the political turnover after 20 months in office.

Highways and Transportation Secretary Clifford E. Hall made both appointments with Tribbitt's approval. He said yesterday he plans another move in his department's reorganization by making the turnpike a separate division within the department.

Until now, the turnpike has been run by the highways division. There were some legal problems involved in replacing Davis that were cleared up with an opinion by the Department of Justice last month, Hall said.

Former State Auditor Earl McGinnes had raised the question whether Davis, originally hired outside the merit system, was properly put under merit system protection by Peterson.

The Department of Justice ruled last month that Daivs was not properly under the system.

Democratic party officials recommended Bockman for the job and Hall hired him. Hall said Tribbitt approved the change, although no formal approval was required.

Not so with Wallace. As director of a division, Wallace required Tribbitt's written approval.

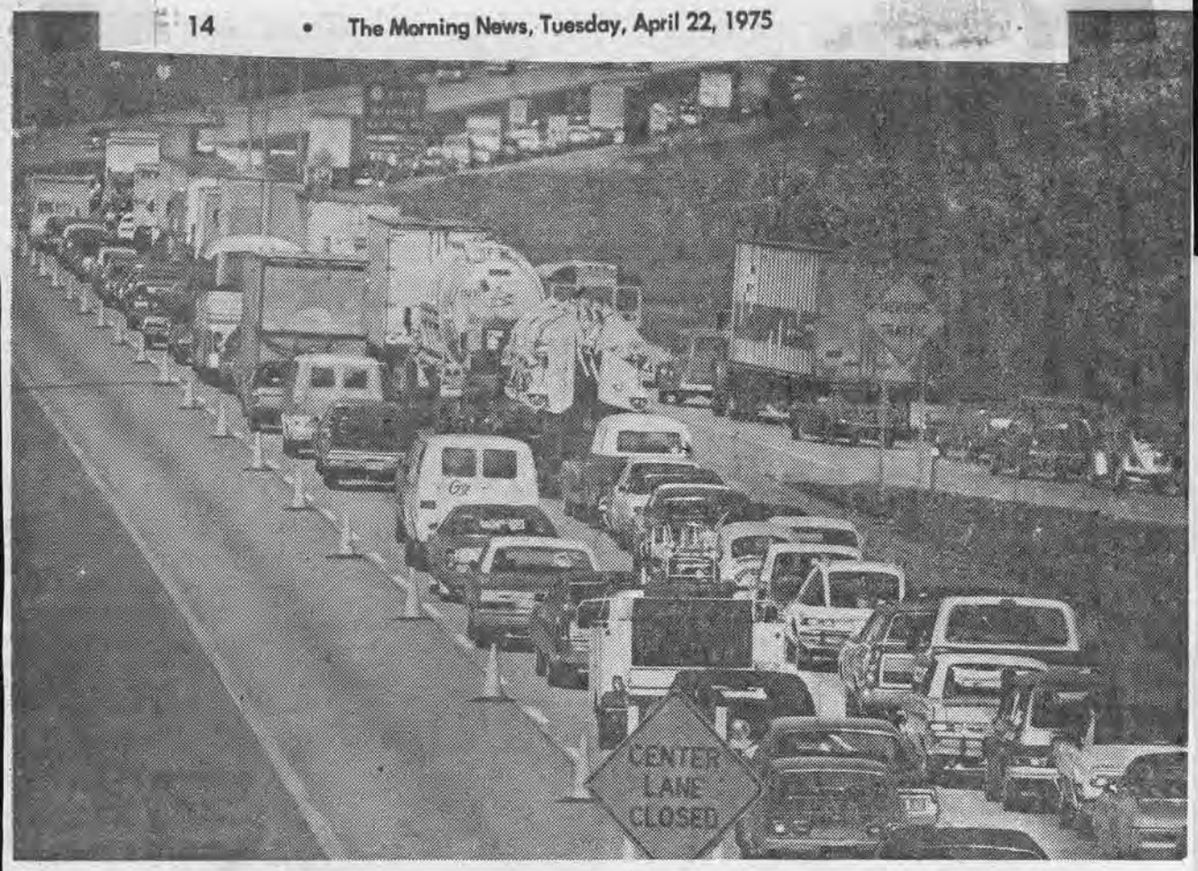
Hall had named him to the job in July but Tribbitt didn't act on the nomination until last week, after the General Assembly recessed, presumably for the year.

Wallace, a 55-year-old retired brigadier general who headed an airlift wing at the Dover Air Force Base, had been caught in a political cross-fire.

Downstate Democrats, recalling their difficulties with another retired Air Force general, former Secretary of Public Safety Fred W. Vetter, objected to a military man in the post. Upstate Democrats had their own candidates for the post and complained.

The new turnpike manager came into politics via the trade union route. He was business agent for the Painters' Union before he became head of the old Department of Labor and Industrial Relations in the early 1960s. Bockman was elected to the House in 1964 and served his 2-year term as speaker before being defeated for re-election in 1966. He later served as Democratic chairman in New Catle County and president of the Delaware State Labor Council.

Bockman moves to the turnpike from a job as director of the division of industrial affairs in the Department of Labor.



Turnpike headache

Rush-hour turnpike traffic, right? Right — but there's something a little odd here. The backed-up traffic is heading toward Wilmington on I-95, at 4 p.m., the beginning of the afternoon rush hour. What it's all about is construction up ahead. The photographer was above it all on the Delaware 273 overpass. (Staff photo by Fred Comegys)

10 — State News & Daily Eagle, Sunday, February 23, 1975

Zimmerman Proposes Toll Road

By BILL GIESE
Staff Writer

DOVER — State Sen. Jacob W. Zimmerman, D-Dover, said he again plans to introduce legislation for a north-south toll road for Delaware.

A similar proposal failed to get through the General Assembly last session.

Zimmerman said Friday the toll road was needed, and because it would be paid for through user fees, additional taxes would not be needed to pay for it.

The senator said the toll road is also needed as a public works project in light of the depressed economy.

He is chairman of the senate Highways and Transportation Committee.

Sen. Charles E. Hughes, R-Wilmington, has already filed a bill this session to provide for a north-south toll road. Hughes' party is in the minority, though, and it is thought his bill will not get the consideration Zimmerman's would.

The idea of a toll road, bypassing Townsend, Smyrna and Dover to the west, has been kicking around many years.

Gov. Sherman W. Tribbitt is on record opposing the project.

In his State of the State message last month to legislators he specifically said he did not favor a new toll road at this time.

Last year Zimmerman was unsuccessful in getting through a more ambitious construction plan involving a north-south road and widening of Kennedy Turnpike.

The Dover senator said his plans do not now include any widening of the turnpike — just the north-south toll road.

He will introduce enabling legislation, he said, as soon as state Division of Highways officials complete their analysis of the project.

Zimmerman said he would have no firm cost figures on the project until the Division of Highways comes up with an estimate.

Estimates of those working closely with the plan, though, put the tab at somewhere between $200 and $225 million.

Zimmerman said the state might actually save revenue money with the project because road maintenance to U.S. 13 would be lessened by the new roadway.

Sunday News Journal
Wilmington, Delaware / December 7, 1975 • Vol. 1, No. 14 / Thirty-five cents

State turnpike sits on its golden eggs

By GEORGE MONAGHAN

The Delaware Turnpike is sitting on a growing multimillion dollar cash surplus earmarked for construction projects that may never be built.

The money — now totaling more than $15 million — has been coming in at an increasing rate since tolls were raised 10 cents at the beginning of last year.

The surplus was intended for major turnpike improvements. But now only one, the $4-million Delaware 7 interchange, is in the works. Two other planned projects may never be started even though their cost was a factor used to justify the 1974 toll increase.

Because of economic uncertainties and some political opposition, both have been set aside indefinitely. Meanwhile, the surplus continues to grow.

Increases in the turnpike's improvement fund, which is used to hold the surplus, have been dramatic. At the end of 1972, the fund balance was $1,692,696. By the end of 1973 it had jumped to $6,685,871. With the help of the 10-cent toll hike for autos and proportionate increases for trucks, the fund had grown to $15,137,000 by October of this year.

The improvement fund acts as a spillover, holding what is left after the turnpike's expenses, bond interest and contingencies are met. Its swelling size is likely to prompt renewed pressure to use toll revenues for other kinds of transportation or to reduce tolls.

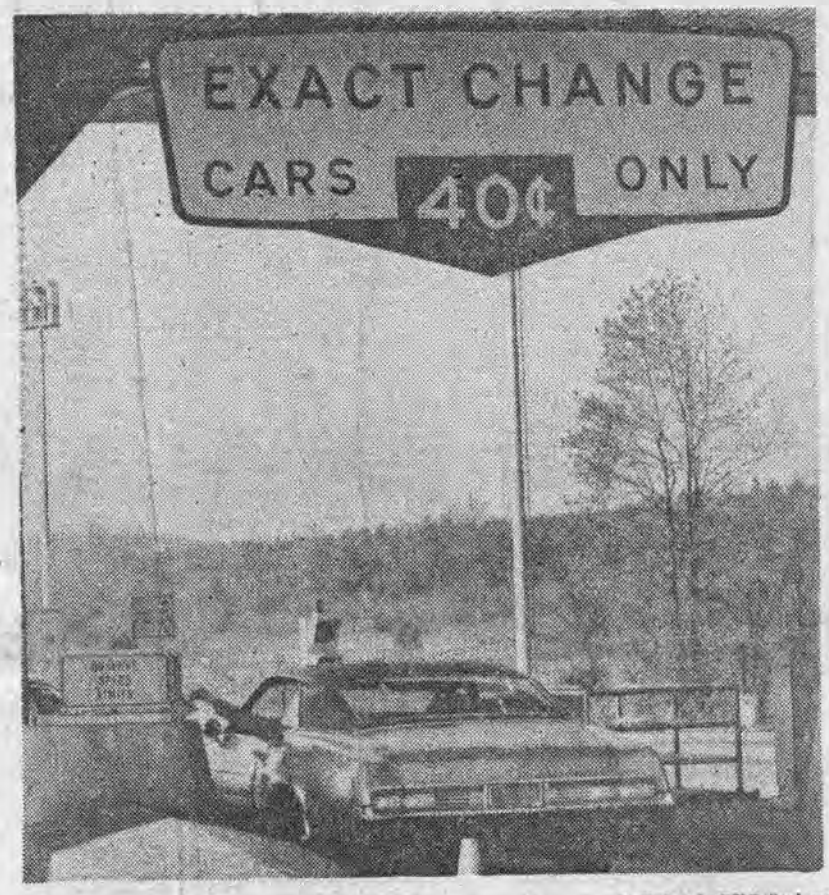
But the turnpike's bond agreements, which govern its financial operations, make it responsible primarily to the bondholders and restrict its funds to turnpike use.

As for reducing tolls, Richard A. Haber, director of the division of highways, says that is a possibility.

Under the bond agreements, the improvement fund's balance can't exceed the amount of outstanding bonds, now about $40 million. Should it exceed that amount, the bonds would be paid off and the turnpike would become a regular public highway.

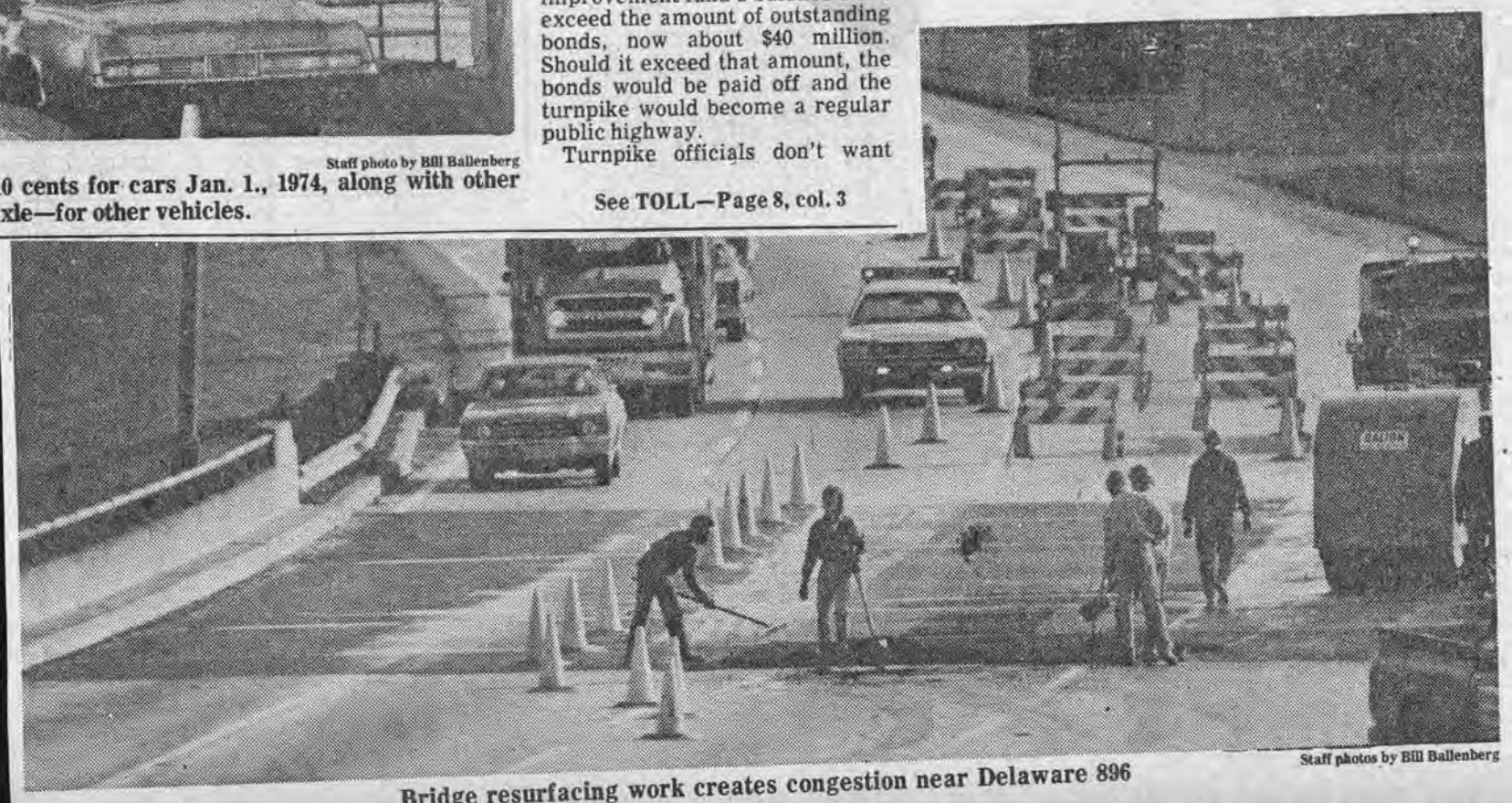
Turnpike officials don't want

See TOLL—Page 8, col. 3



Staff photo by Bill Ballenberg

Tolls were raised 10 cents for cars Jan. 1., 1974, along with other increases—by the axle—for other vehicles.



Staff photos by Bill Ballenberg

Bridge resurfacing work creates congestion near Delaware 896 ramp from turnpike.

Toll revenue jump called 'plain lucky'

Continued From Page One

that to happen and can be expected eventually to limit the surplus either by spending it on improvements or cutting tolls. If revenues keep growing at the rate they did last year, Haber said, he will call for a toll reduction.

That would reverse a trend that started when the first jingle of coins, probably a quarter and nickel, hit a turnpike toll basket just after midnight Nov. 15, 1963.

Before long the jingle became a cascade, with traffic and revenues exceeding expectations. The growth has continued in recent years. In 1972, turnpike revenues were $6.8 million, rising to $7.3 million in 1973.

The 1974 toll increase offset a drop in projected traffic and revenues climbed again to $8.1 million. The projected total for this year is $8.7 million and $9.1 million for 1976.

Highway officials never anticipated a large improvement fund surplus because construction projects had been planned well into the future.

Two major expansions would have doubled the size of the current 11-mile turnpike from six to 12 lanes and added a 46-mile, $300 million north-south extension down the middle of the state.

But with those projects now stymied, the state is being forced to consider a toll reduction. Such a move, Haber says, would slow the growth in revenue. That, in turn, would slow down the redemption of bonds and help extend their life to their retirement date in the year 2002.

Haber says such a course of action is desirable because maintenance and policing costs for the turnpike total $200,000 a year. If the bonds were retired, that cost would have to be paid by public taxation.

What got in the way of the turnpike's expansion plans, first of all, was the gasoline crisis of early 1974. That threw off traffic projections and revenues. Then came a receding economy, more unemployment, higher gasoline prices, reduced population growth for Delaware and, now, a volatile and undependable bond market.

So far, few people have doubts about the turnpike's money-making capabilities. Benefits flow evenly and generously to bondholders, contractors, consultants, the turnpike itself, the people who work for it and, for a price, the motorist who gets a nice smooth ride with plenty of services for 40 cents along the 11-mile stretch.

The money-making machine at the tollgates pours its earnings into the Bank of Delaware, the turnpike trustee, which apportions the income among eight accounts to pay interest on bonds, maintenance costs, contingencies and to finance a bond-redemption program. The remainder goes into the improvement fund.

Available cash is invested in Treasury notes and bills. Earnings from the improvement fund last year, for example, were $560,000. This year the interest will total about $800,000.

In 1970, turnpike and highway officials were confident enough in that machine to issue $16,450,000 in bonds at what was then a high interest rate — 7¼ per cent. That was to help finance the "dual-dual" road that would double the turnpike to 12 lanes.

While the bond money was being spent on engineering fees and land acquisition — by now $10.7 million of it is gone, with no road to show for it — turnpike officials and the bank trustees agreed to raise tolls to give the work an added financial boost.

They were, said Haber, confident of a steady 8-per cent yearly increase in traffic, a figure based on the turnpike's successful past performance.

The new tolls went into effect in January. By February the unanticipated gasoline crisis had cut so deeply into traffic and revenues that dual-dual was put on the shelf and the north-south never made it through legislative channels.

That left an underused, swelling improvement fund and, because of the toll increase, revenues that were higher than ever before despite a drop in traffic. By the end of the year, while other turnpikes were reporting revenues down from the previous year, the Delaware Turnpike was up by more than a million dollars.

"We were just plain lucky," says Haber.

Coverdale and Colpitts, the turnpike's consulting engineers, were saying in January 1974 that by 1980 or '81 the traffic lost because of gasoline shortages and higher fuel prices should be restored.

But in another revenue projection message, written last September, that optimism was modified:

"There is a new attitude toward automobile driving, smaller cars are on the way and long-term curtailment of traditional driving patterns is a probability. These factors will have to be recognized in future revenue estimates using diminished rates of growth and projections that are less than the historical long-range term trend."

Harold T. Bockman, director of Delaware Turnpike

Meanwhile, the bond market, for both general obligation and revenue bonds, has made the north-south tollroad, in Haber's words, "non-feasible," at least for now. Haber, incidentally, thinks it was a mistake for the turnpike to pay the 7¼ per cent on the $16.5 million 1970 bonds. Some bond analysts are saying revenue bonds could go as high as 12 per cent before they start coming down again — and that's assuming they'll come down again.

But finance isn't the only problem of the future. Another is the nature of the turnpike itself since its legal obligation is to its bondholders, not the public.

That is one of the key criticisms of Gail Bane and Rita Smith of the League of Women Voters who, as private citizens, are among the most knowledgeable turnpike watchers in Delaware.

They say the division of transportation has been spending money for study after study since 1972 on the development of mass transit facilities in Delaware, yet little has been done to implement the plans.

Critics are also asking how cities like Wilmington and Newark will deal with traffic generated by major turnpike expansions and who will pay for more clogged streets and parking facilities.

Money for such expansions should instead go into improved local roads, more buses that go to more places and expansion rather than a possible contraction of rail commuter services in Delaware.

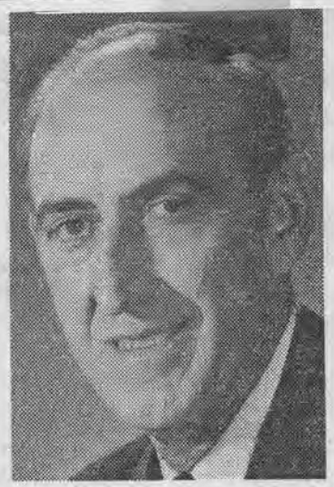
Clifford E. Hall, secretary of transportation and highways, said he doesn't agree.

The excess money in the improvement fund, he says, shouldn't be sitting there gathering interest. It should be used to build the north-south extension "to take the heat off U.S. 13."

"The governor (Sherman W. Tribbitt) has said he won't consider the north-south now. But within a year he should be able to say yes or no and then I'll go up there and I'll say, 'What are we going to do?'"

Another backer of the extension, Sen. Jacob W. Zimmerman, D-Dover, who introduced legislation for the project last year and intends to do so again next year, says he isn't optimistic about the bill's chances.

Sunday News Journal, Wilmington, Del., Dec. 7, 1975



Earle M. Davis

annum and Harold T. Bockman, the political appointment who replaced Davis some 14 months ago, was named director of the turnpike at $22,000 a year.

Evening Journal, Wilmington, Del., Wednesday, Dec. 3, 1975 · 30

EDITORIAL

An Overmanaged Road

John F. Kennedy is said to have remarked that he made his younger brother, Robert, attorney general of the United States in order to give the lad some legal experience.

The late president may have been being facetious. But there is nothing to show that Clifford E. Hall was trying to be funny when he suggested that one reason for Delaware to build a $300 million toll road was to give an extra executive of the Department of Highways and Transportation a job. Mr. Hall is secretary in charge of that department, of which the toll road division is a part.

The 11-mile Delaware turnpike now faces the possibility of being, shall we say, overmanaged. It has both a director and a general manager, thanks to the Tribbitt administration's eagerness to fill top jobs with politicians rather than qualified administrators.

All of this comes about because Secretary Hall fired Earle M. Davis, then turnpike general manager, about 14 months ago. Mr. Davis was a roadbuilder by trade and a decline (independent) by politics, and had been named to the job by the previous (Republican) Peterson administration, apparently for his professional rather than his political qualifications. He was succeeded by Harold T. Bockman, whose qualifications to run a turnpike were that he is a veteran Democratic politician, a former labor union business agent, and a former Democratic speaker of the state House of Representatives.

This did not seem at all strange to Secretary Hall. "I thought it (the turnpike position) was a political thing and the man came and went with the others," he has explained.

Mr. Davis didn't come and go so easily. He said his job was covered by the state merit system, and appealed to the courts, which have now upheld him.

So Mr. Davis went back to work in the turnpike division this week. But it was a bit crowded. Mr. Davis got his old job back as general manager, but found that he was reporting to Mr. Bockman, who is now the turnpike director. Complicating matters further is the fact that Mr. Davis is making $5,000 more a year than Mr. Bockman, and Secretary Hall isn't quite sure what either man will be doing, or how one of them is going to be paid.

Apparently it hasn't occurred to the secretary — or to Gov. Tribbitt — that the political appointment could be dispensed with, especially in that it is not covered by the merit system and represents a costly duplication in an administration that loves to brag about saving money.

Besides, Secretary Hall commented, Mr. Davis will really be needed if the state builds the projected north-south tollway, the pet project of the director of the division of highways, Richard Haber.

That must be the best excuse for building that road, because nobody has yet discovered another one.

The Morning News, Wilmington, Del., Mon., Dec. 8, 1975

Dud turnpike telephones disconnected

The state has closed down all 52 of its emergency telephones on the Delaware Turnpike "because we just can't continue to put money into something that doesn't work," Harold T. Bockman, turnpike director said.

Bockman says the phones "have never worked satisfactorily" since their installment three years ago and the only thing left to do is turn the problem over to the attorney general's office.

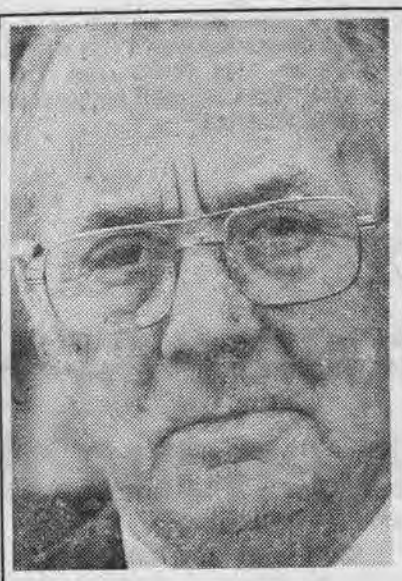
Burnip & Sims, a Florida based firm, completed the system and attempted repairs while it was still under a one-year maintenance warranty, Deputy Atty. Gen. Johanna D. Yoffie said.

Later the Florida firm said it had performed its job adequately and malfunctions in the system were due to poor supplies.

"Everyone blames everyone else for the problems," Mrs. Yoffie said. "But I think the blame will go all around."

Numerous firms have worked on the system, according to Mrs. Yoffie, including a consulting firm, a maintenance contractor and a firm that did some of the inspection as the work was being done.

The original cost of the system was $235,000 but Gov. Sherman W. Tribbitt made $85,000 in emergency appropriations available in 1973 to fix the phone lines.



Mix or match

Harold T. Bockman (left) and Earle M. Davis are employed by the Delaware turnpike division. Match each with a position below:

(a) Former general manager and now director at $22,000 a year;

(b) Former general manager and again general manager at $26,723 a year;

(c) Director of the turnpike, northbound;

(d) Director of the turnpike, southbound;

(e) Redundant

Newark moves to annex I-95 land

The Newark City Council last night took a first step toward annexing land south of Interstate 95 as well as a stretch of I-95 itself.

The council passed for second reading the annexation petitions after several area residents protested the proposed annexations.

The two properties total about 60.5 acres. The first, owned by Mrs. J. Albert Folk, includes 33.6 acres between W. Chestnut Hill Road and Welsh Tract Road abutting the city and about 13.9 acres south of I-95 along Welsh Tract Road.

The second, owned by Merrill W. Liedlich, includes about 7.3 acres abutting I-95 and the Folk property and a 5.6 acre parcel south of I-95 abutting Welsh Tract Road.

In a related move, the council approved for second reading an ordinance to exempt partially from real estate taxes certain land annexed to the city as long as the land remains underdeveloped for no more than 10 years. The real-estate exemption would affect at least some of the land proposed for annexation.

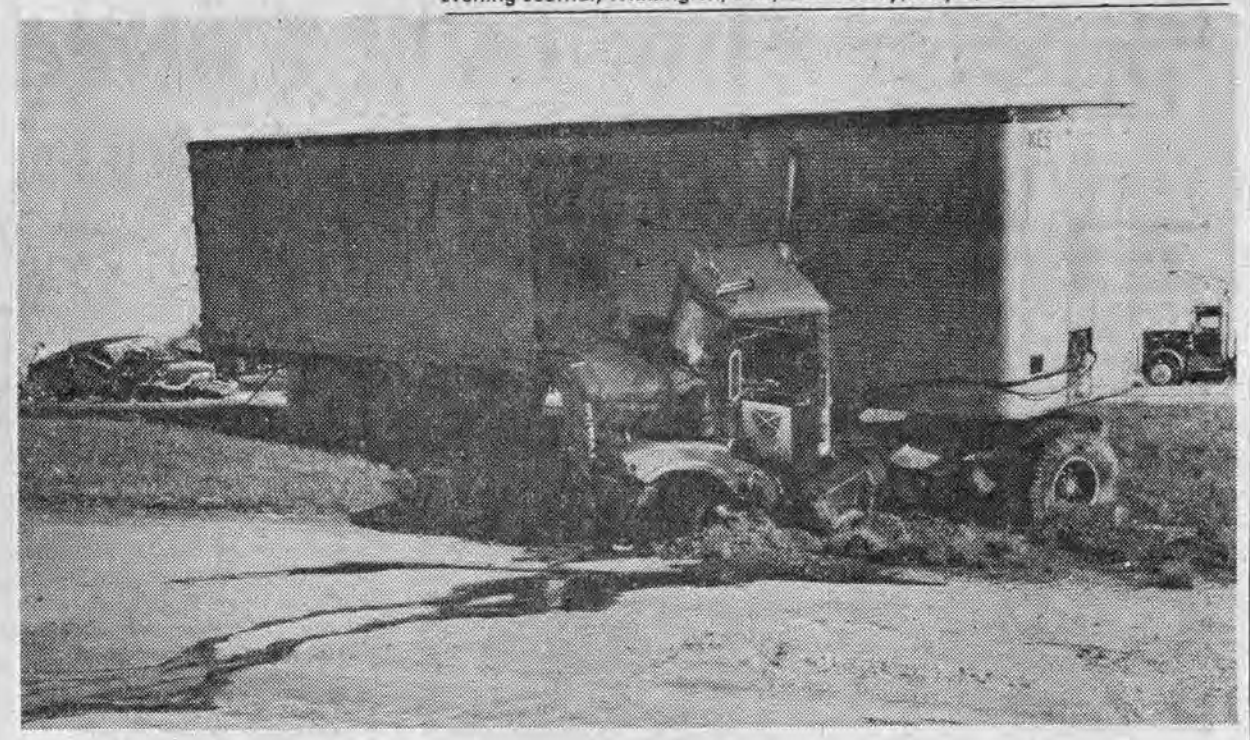
The measures will come up before the council next month for public hearings and possible final action.

Several area residents repeated objections voiced at earlier planning commission meetings, citing plans to rezone the properties for industrial and office usage.

Diabetes discussion is open to the public

The causes, complications and control of diabetes and common misconceptions about the disease will be discussed at a public workshop at 7:30 p.m. tomorrow at the Academy of Medicine, Lovering Ave. and Union St.

The workshop, sponsored by the Delaware affiliate of the American Diabetes Association, will feature a film, several speakers and exhibits stressing diet, foot and eye care. Admission is free.



Tractor-trailer after I-95 crash
The car it crushed yielded unexpected cache

3 Who Escaped Death Face Charges

I-95 Crash Nets Cache Of Guns, Drugs in Auto

Three men, who police said narrowly escaped death on Interstate 95 when their car was crushed by a tractor-trailer yesterday, were arrested on a number of weapons and drug charges.

State police said John S. Finnegan, 23, of the 200 block Bassett Ave., Leedon Estates; and Salvatore J. Vogl, 21, and Joseph A. Rymsza, 22, both of Dover, were charged with possession of "a quantity" of tuinol and seconal with intent to deliver; possession of stolen property (a Colt 45 pistol); possession of a sawed-off shotgun and rifle, and possession of firearms during commission of a felony.

State police said the three were arrested after troopers noticed the drugs and guns in the wreckage of their luxury sedan.

Police gave the following account:

Finnegan was driving north on Interstate 95 about 5:30 p.m. yesterday with Vogl and Rymsza as passengers in the car, owned by Robert C. Di Criscio. Police said they were racing up the highway at high speed, apparently chasing someone in another, unknown car. They would not tell police the details.

At the Delaware 7 interchange, the car went out of control, plowed into the back of a foreign car, then crashed through the median, and was hit by a tractor-trailer in the southbound lane.

In the foreign car was Mary A. Fitton, 25, of Mount Clemens, Mich., and her daughter, Tracy, 3. Driving the tractor trailer was Henry L. Goodwin, 46, of Fairton, N.J. Neither the Fittons nor Goodwin were badly hurt.

Firemen responded to the turnpike and tool all six to Delaware Division. Finnegan, Vogl and Rymsza were admitted for observation, but were reported in good condition. When troopers found the cache of guns and drugs in the car, they went to the hospital and arrested the three men.

Turnpike Director's Firing Ruled Illegal

Earle M. Davis won round one in his contention that he was illegally fired by the Tribbitt administration as Delaware Turnpike chief, but it will be some time — if ever — before he is reinstated to that post.

Superior Court Judge Bernard Balick supported Davis' contention that his job was covered by the state merit system when Delaware switched to a cabinet-level government.

Davis was hired as turnpike director under the administration of former Republican Gov. Russell W. Peterson in a job not then protected by the merit system. He subsequently was placed under the system by Peterson.

However, a state Department of Justice opinion last year cleared the way for the secretary of highways and transportation to dump him in favor of a political appointee with strong Democratic ties.

Davis is a registered decline. Harold T. Bockman, the man who took his job, is a former House Democratic speaker who still maintains close relations with General Assembly Democrats and Democratic Gov. Sherman W. Tribbitt.

Before taking the turnpike slot, Bockman had been named director of the state division of industrial affairs under Tribbitt. Clifford E. Hall, Tribbitt's highways and transportation secretary, said he selected Bockman to replace Davis with Tribbitt's approval last September.

Davis, who served in the post for nearly 2 years, took the case to court, contending he couldn't be dumped for political reasons because he was covered by the merit system. That system supposedly removes middle management and lower echelon state jobs from political patronage.

Hall, based on the attorney general's opinion, said Davis was improperly placed under the merit system by Peterson.

If Davis were reinstated immediately in the $22,000 post as turnpike general manager, he would be entitled to nearly $14,000 back pay. But State Solicitor-designate Robert Graham said the ruling would be appealed.

Balick said with merit-system protection, Davis couldn't be fired without cause. Although Balick didn't explicitly order Davis' reinstatement, state law would require it.

Davis worked in North Africa for 15 years building roads for Aramco, according to his lawyer, E. Leigh Hunt. Returning to Delaware, Davis answered a newspaper want-ad for the state turnpike job.

In his lawsuit, Davis said he had an "exemplary" work record, yet the Tribbitt administration harassed him from the beginning, trying to drive him out of office. Finally, he was fired by Hall with Tribbitt's approval.

Balick said the status of the turnpike general manager has been cloudy since the post was created 14 years ago.

When Davis was hired, he had the understanding the job wasn't covered by the merit system. But he argued it was properly brought into the system in 1971, after the cabinet form of government was adopted.

In an advisory opinion issued in 1969, and reiterated just before Davis was fired, the attorney general's office said the job had been excluded from the merit system.

That interpretation was "questionable" when first made, Balick said, and "has no basis since the reorganization of state government" into cabinet departments.

With $24,000 Back Pay

Earle Davis Returns To Turnpike Office

Earle M. Davis is going back to work in the Delaware Turnpike division with more than $24,000 in his pocket — although it's not certain what his new job will be or whether the political appointee that replaced him will be dumped.

Earle M. Davis

Davis, a registered decline, was fired 13 months ago from his $22,000-a-year job as turnpike general manager, then the turnpike was made a separate division and a well-placed Democrat, Harold T. Bockman, was appointed by Gov. Sherman W. Tribbitt as division director.

In a one-sentence order this week, the Delaware Supreme Court upheld a Superior Court judge who said Davis' firing was illegal. The effect of the order would be to reinstate Davis with full back pay, although his job as turnpike manager no longer exists.

Clifford E. Hall, secretery of highways and transportation, said yesterday he will consult with Tribbitt before making any decisions about Davis or Bockman, who is a former state House speaker with strong Democratic ties.

Davis, who says he hasn't worked since October, 1974, has about $24,000 and two merit raises coming, according to his lawyer, E. Leigh Hunt.

Superior Court Judge Bernard Balick, in a decision last May, said the job had been under the merit system at least since 1970, when the cabinet form of state government was adopted, and it was illegal to fire Davis without cause.

Ex-turnpike chief wins job, lost pay

By VIRGINIA DELAVAN

Earle M. Davis has won a court order that will put him back to work in the Delaware Turnpike division with more than $24,000 back pay.

But it's uncertain what Davis' job will be, or whether the political appointee the Tribbitt Administration dumped him for will be let go.

Davis, a registered decline, was fired 13 months ago from his $22,000-a-year job as turnpike general manager. The turnpike was then made a separate division of the Department of Highways and Transportation and Harold T. Bockman, a well-placed Democrat, was brought in as division director.

In a one-sentence order this week, the Delaware Supreme Court upheld a Superior Court judge who said Davis' firing was illegal. The effect of the order would be to reinstate Davis with full back pay.

"I would certainly expect to honor the court's decision," said Clifford E. Hall, secretary of highways and transportation. He noted, however, that Davis' old job as turnpike general manager no longer exists.

When Davis is put back to work, in whatever capacity, "It doesn't necessarily follow that Mr. Bockman will have to leave," Hall added.

Before making any decisions, the secretary said yesterday, he would have to consult with Democratic Gov. Sherman W. Tribbitt, who approved both the firing of Davis and the hiring of Bockman, a former speaker of the state House of Representatives with strong Democratic ties.

Davis, 50, reached at his Brandywine Hundred home, said he was ready to report to work at any time and was "looking forward to getting back."

He said he hasn't worked since his firing in October 1974, but luckily had "the resources to tide me over." He is married, with one child living at home.

At his old salary, Davis would have about $24,000 in back pay coming. But his lawyer, E. Leigh Hunt, said he's also entitled to collect two merit raises.

Davis had 15 years' road-building experience in North Africa when he took the turnpike job in 1969. "Never" political, he says, he was hired by unanimous vote of the old state highway commission under Gov. Russell W. Peterson, a Republican.

Superior Court Judge Bernard Balick, in a decision last May, said the job had been under the merit system at least since 1970, when the cabinet form of government was adopted, and it was illegal to fire Davis without cause.

Weekly Post 1/25-2/3/76

Smokies...

These troopers pack C.B. radios

By BLAKE A. WILSON
(Post News Editor)

"Don't harass that Smokey the Bear .. he's got a job to do just like us."

"He's one of those good bears. A man of my heart, that's for sure."

The truckers' voices crackled over the Citizens' Band radio, which in recent months has become the symbol for the modern-day American cowboy -- the trucker.

But these truckers weren't 'modulating' about bears in a zoo, bears in Yellowstone Park or the bear that stands for fire prevention.

They were talking about a Delaware State Trooper (or Smokey Bear) -- Tfc. John Tracy, who's better known to C.B. enthusiasts as 'The Delaware Turnpiker.'

Tracy is one of two 'Delaware Bears' at the Delaware Turnpike State Police Troop 8, who uses a C.B. radio regularly while on patrol.

Both Tracy and Tfc. Pat Colonna -- or 'The Blue Bear' -- have purchased C.B. radios themselves, and are using them in their patrol cars to 'modulate' with truckers and other citizens about road conditions and traffic hazards.

Another 'Smokey,' Cpl. Glen Busker -- or 'The Green Machine' -- used to operate a C.B. from his patrol car, but now he's sitting behind a desk at Troop 8.

Busker's inside job, however, doesn't keep him from talking over the airwaves, because the Turnpike Troop, like other State Police barracks in the state have C.B. sets to monitor C.B. Channel 9 -- the emergency channel.

But the troopers on patrol keep their C.B. sets tuned to Channel 19 -- the trucker channel -- of the 23 Channel Citizens' Band.

And they identify themselves by their nicknames or 'handles' -- which just about all C.B.'ers use for on the air chatter in lieu of official FCC call letters.

'Delaware Turnpiker' Tracy has been packing a C.B. in his patrol car for about a year -- and he said the gadget has helped make his work easier.

"The reason I got a C.B. radio and paid for it with my own money is -- service. I can bring service to the people a lot faster out here," said Tracy. "The whole point of being a trooper is serving the public."

But the service isn't all from trooper to motorist, Tracy emphasized. "The truckers do a lot of my work for me," he said, adding C.B.'ers regularly spot trouble on the turnpike and report it to police.

Tracy said he's learned of disabled vehicles, accidents and crimes in progress via the C.B. airwaves -- even before RECOM, the New Castle County emergency reporting center has learned of the complaint.

In addition to being functional, Tracy said, having the C.B. in the patrol car is great for public relations.

"Just being able to pick up that radio

See RADIOS p. 2-A

Post Special Photo by ANDY BRUT

State Police Tfc. John Tracy prepares to C.B. 'modulate' with a passing trucker on I-95. Tracy's C.B. 'handle' is 'The Delaware Turnpiker.'

and call a trooper" is a plus, said Tracy, who added he has a "trucker-trooper relationship that's good."

Many truckers feel harrassed by police, said Tracy, whose father-in-law is an owner-operator.

"I know from riding shotgun in an 18-wheeler what it's all about, said Tracy, explaining the truckers like other motorists use the C.B. sets to spot police radar set-ups and avoid traffic fines.

Tracy said he realizes truckers sometimes exceed the speed because time-saved is money-saved -- he emphasized, however, he will show truckers no special consideration.

But he won't harrass them either.

"They (the truckers) know the C.B. radios used by the troopers are not used to try to trap them in speed," said Tracy.

"I even tell them when I'm out," he added. "We would rather let them know where we are."

He explained because of the constant chatter over the C.B. channels about traffic law enforcement, C.B.'ers are constantly aware of their speed, while some other motorists on long trips tend to

from page 1-A

loose track of their speed. In fact, Tracy said, some truckers will ask for a speedometer check when passing a radar unit -- or "picture-taker," as the C.B.'ers call it.

Some C.B.'ers were surprised when Tracy first went on the air -- but since then the word's gotten around.

"Now people all over the East coast know that the turnpike car -- or a couple -- have radios," said Tracy, and upon entering the Turnpike area, they "automatically call for the 'Delaware Turnpiker.' "

"The help that we are getting (from C.B. use) is probably worth it in any situation that you can name," said Sgt. Robert Bowers, Commander at Troop 8, who hasn't been bitten yet by the C.B. bug.

By having the C.B.'s in the patrol cars and at the troop, the police essentially have additional patrol cars on the road, said Bowers, since each C.B.'er can contact the troop or road trooper with information.

But C.B.'ers who radio messages of assistance to police shouldn't expect preferential treatment, Bowers stressed. "There's no immunity."

10-4?

Use of turnpike toll fund urged to aid Farmers

By HUGH CUTLER

Paul C. Hassler, a Republican candidate for New Castle County executive, has proposed using idle toll money in a Delaware Turnpike improvement fund to subsidize the Farmers Bank until it gets back on its feet.

Hassler's proposal is a plan his advisers said is aimed at preventing an immediate sale of the state's stock in the bank at a low cost-per-share and a loss to Delaware taxpayers. The state owns 49.3 per cent of Farmers Bank stock.

The Hassler plan was presented by two of his advisers, James Assimos of Brandywine Hundred and Joseph R. Murphy of Brookside. Assimos is a former member of a transportation task force set up by former Gov. Russell W. Peterson. Murphy is a two-term state representative who was defeated in his 1972 bid for a Senate seat.

Murphy said he believes the state has $16 million to $21 million in a turnpike improvement fund replenished by toll receipts. Farmers has asked for $10 million to $20 million from the state following its announcement late last month of losses in 1975 totaling $9 million.

Assimos and Murphy cited a statement in the Philadelphia Inquirer yesterday attributed to Rei. Donald J. Lynch, D-Selbyville, that the state has begun preparations to sell its shares of Farmers Bank Stock.

Lynch last night denied saying that, however. He said a meeting Friday of the bank's 27 directors, of which Lynch is one, was the first step toward eliminating scaled voting by investors in the bank's stock. That, Lynch said, would make it "much simpler" for the state to divest itself of its Farmers Bank shares, but Lynch said he was "not at all" in a hurry to sell the state shares.

Regardless, Assimos said last night, "This time would be the worst possible to sell the state share of the bank stock . . ."

Assimos said he understood that Farmers stock was being bid as low as $2 a share. (That bid was quoted last week by Carr Securities, a New York brokerage firm considered one of two principal "market makers.")

"We came up with the idea that legislators should try to figure out a way to help Farmers Bank sell stock in an orderly fashion, so citizens would get more than $2 a share," said Assimos. "We suggest the state take the improvement fund and give it to Farmers, get them out of trouble and get some sound management in there."

The improvement funds now may be used for turnpike maintenance and improvements, said Murphy, but Assimos said the money could be freed if Gov. Sherman W. Tribbitt follows through with his proposal to refinance turnpike bonds and use the profits to set up a new state transportation authority.

Assimos said the state should have no trouble refinancing the bonds through its original investors, since the toll road continues to be profitable. At the same time, the new bond indenture can be written so as to free the improvement funds for other use, he said.

Hassler, who was silent during most of his advisers' presentation, said the move would help the bank and thereby help the state. He said his advisers discovered the turnpike fund while searching for more money for transit concerns.

Hassler said he notified his district legislator, Rep. John Matushefske, D-Wilmington Manor, of his plan and Matushefske said he'd introduce it as a bill in the coming legislative session if they would draft it for him.

Burnup & Sims Director Becomes Third to Exit During Recent Weeks

7/12/76

By a WALL STREET JOURNAL *Staff Reporter*

WEST PALM BEACH, Fla. – Another member resigned from the board of Burnup & Sims Inc. amid charges by the company that Victor Posner, chairman and president of Sharon Steel Corp., a subsidiary of NVF Co., is attempting to "intimidate" Burnup & Sims directors with "spurious lawsuits."

E. E. Stuessy, former owner of a Burnup & Sims subsidiary, became the third director in two weeks to resign from the board. (Five directors were added recently, all heads of subsidiaries.) In commenting on the resignations, Nick A. Caporella, president and chief executive officer of the telecommunications concern, said:

"We have decided that Burnup & Sims is one company Victor Posner isn't going to appropriate by his underhanded tactics. One of Mr. Posner's usual maneuvers is to attempt to intimidate a company's directors with spurious lawsuits. Some of our directors evidently preferred not to become involved in such litigation even though they share our opinion of Mr. Posner, and the bright prospects of Burnup & Sims."

Mr. Caporella wouldn't say whether Burnup & Sims is planning to sue Mr. Posner, whose company has been buying stock in Burnup & Sims in the open market for the past several months.

In Miami, an official of Sharon Steel said the company didn't have any comment at this time.

Freeway tangle State police said wreckage from this Lincoln Continental and two other vehicles completely blocked Interstate 95 at Stanton for an hour and a half after an accident there shortly before yesterday afternoon. The last of the wreckage was not completely removed until 9:30 p.m., police said. (Henny Abrams photo)

Sunday News Journal
Wilmington, Del., May 30, 1976

Business

Real Estate Page 7
Classified Pages 11-19

TURNPIKE

The coins keep pouring in—$20,000 each day

By GEORGE MONAGHAN

Thirteen years ago on a November morning, someone dropped a coin into a basket at the toll barrier of the newly opened Delaware Turnpike.

The coin clattered around in the basket, then dropped through a hole in the bottom. It tumbled through a tube. At the end of the tube was an underground safe. The coin fell into the safe with a clink.

Other coins and other clinks followed, and by the end of the day the coins had turned into a cascade that flowed into several safes in the tunnel beneath the roadway.

And the clink of the coins continued, music to the ears of turnpike officials and the holders of about $28 million in turnpike bonds.

By the end of the turnpike's first full year of operation, 6.5 million vehicles had gone through the toll barriers, leaving $2.2 million behind.

Today the coins are still clinking away under the turnpike's six automatic collection barriers and in the six manually operated barriers. They are coming in all day and all night and especially on weekends and holidays.

At the end of each day, the Brooks armored car people pick up about $20,000, including about 600 pounds of coins. They deposit the money in the Bank of Delaware.

Last year 22.2 million vehicles left behind $8.6 million and turnpike officials insist the tempo is picking up. They see no end to it, in fact.

And just as fast as the coins and cash come in, they are automatically counted and checked against the number of axles of the vehicle going through.

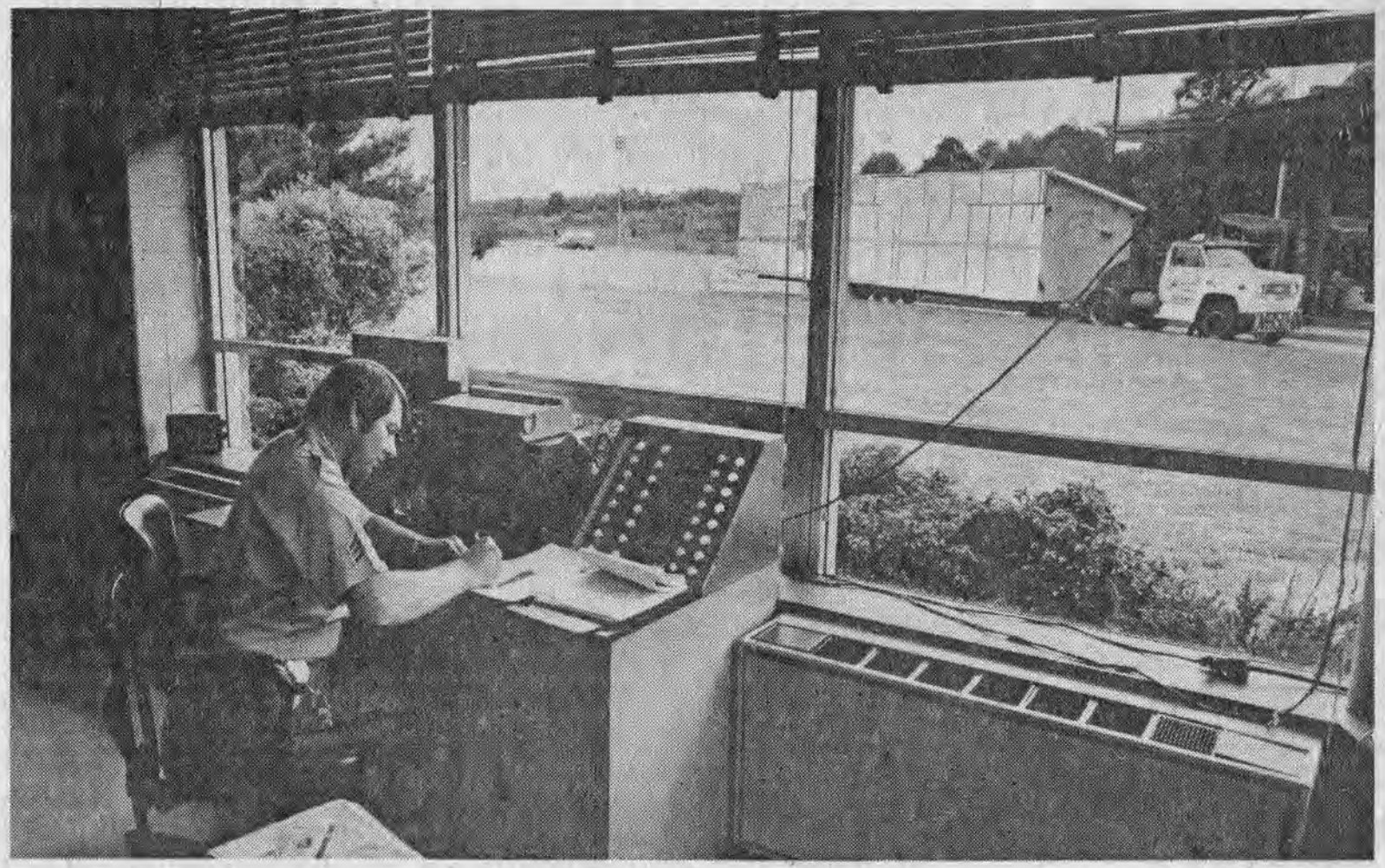
■ ■ ■

It's an intricate system, and the man who keeps track of it, along with other duties, is Earle M. Davis. The way he tells it, it's a rare coin that gets by without the turnpike knowing about it.

In the booths staffed by collectors, for instance, the attendant takes the money and punches a button that notes the classification of the vehicle going through. The transaction is recorded by a machine that runs as long as that collector is in the booth. When he or she goes to lunch, the machine prints out the totals, then waits for the new collector to come along and take the other's place. When the replacement starts work, another recording begins.

The machines doing all the recording have been operating around the clock, 365 days a year, since the turnpike opened that morning 13 years ago.

Of course, with money, the turnpike isn't going to let the collector go unchecked, even if his transactions are recorded and classified. As the vehicle passes the toll barrier, it rolls over a treadle, which counts the number of axles — two for passenger cars and up to six or seven for tractor-trailers.



Staff photo by Bill Ballenberg

Toll Sgt. Fred Hutchison completes records for trucks using toll gates.

The information taken by the treadle is recorded, too, and stored along with the information punched in by the toll collector.

Toll collectors make mistakes, but not many.

Every 24 hours the records, by then a long strip of paper, are removed by the turnpike officials and cut into strips that correspond to the work of each collector. Statistics are rigorously kept.

The money is triple-checked — once by the collector who uses a machine to count it, another time by the record kept in the automatic axle-counting machine, and another time by the bank.

■ ■ ■

Davis can tell you, for instance, the number of transactions a collector will handle in a month — about 25,000 usually — and the number of mistakes. A good collector, he says, might make a penny's worth of errors for every 85 vehicles.

A collector might work 20 days a month, say, handle money from 28,000 vehicles with 72,000 axles, and the final tally might be about $1 off.

As the vehicles roll by, and the money is taken in by the collector or tossed into a basket, it is counted in a machine which turns on the green light if the amount is right, and rings if it is wrong.

At the automatic barriers, especially at turnpike interchanges, these machines jam fairly often.

The reason is that people throw odd things in them — gum, for example, or washers, chicken bones, hamburgers, beer cans and beer-can tabs. Now and then, turnpike workers find a razor blade. Once, a man was arrested after throwing an entire submarine sandwich in a toll basket.

Sometimes, of course, people don't throw anything in the basket at the interchanges outside Newark, and if it becomes a habit, the state

See $22 MILLION—P. 7, C. 1

across I-95

By JACK CROFT
Newark Bureau

The Newark City Council last night annexed two properties extending the city across Interstate-95, the physical barrier which has bounded Newark to the south for years.

The annexation, which passed by a 6-1 vote, is expected to expand Newark's tax base and bring in additional revenues for the city. The motion passed even though a petition against it was introduced at the meeting by landowners adjacent to the annexed property.

The petition had the signatures of more than 20 per cent of the landowners bordering the property. By law that required the council to pass the motion by a 3/4 vote instead of just a majority.

Peter Lee, a resident of Highfield Drive, which borders the property, said the annexation wouldn't necessarily expand Newark's tax base and that the council was "trying to put out a brushfire with patchwork planning."

Lee expressed the fears of neighbors, that the value of their property would go down and that it would become difficult to sell their homes if industry is allowed in the area.

The annexed properties total about 60.5 acres. The first, owned by Mrs. J. Albert Folk, includes 33.6 acres between W. Chestnut Hill Road and Welsh Tract Road abutting the city and about 13.9 acres south of I-95 along Welsh Tract Road.

The second, owned by Merrill W. Liedlich, includes about 7.3 acres abutting I-95 and the Folk property and a 5.6 acre parcel south of I-95 abutting Welsh Tract Road.

The Folk and Liedlich parcels directly above I-95 have been zoned for manufacturing office research. The Folk parcel above that and below W. Chestnut Hill Road has been zoned for residential, one-family detached homes while the Folk and Liclich parcels below I-95 have been zoned for residential, one-family detached.

The residential zoning was described as a holding action until the ocunty takes the land for parks and recreation, according to John Kramer, chairman of the Newark Planning Commission. Mayor William M. Redd Jr. said that the city would do everything it could to make the industrial units in the manufacturing zone as atractive as possible.

In speaking for the motion, Redd said, "the biggest problem of cities in the Northeast is that they've become landlocked." He went on to add that "we need to get across this road (I-95)."

Some concern was raised at the meeting, though, about how much it's going to cost to get utilities across that road. Lee estimated a cost of $250,000 for one sewer and water line alone. Lee, an engineer, said he had checked his figure with a contractor.

City Manager Peter C. Marshall, though, came up with a figure of $40,000 for the same job. He said he asked a contractor who had recently built across I-95 in Delaware.

William M. Coverdale, the lone dissenter on the council, said Newark "should manage the land we already have and make sure it does not become tax exempt."

22 million vehicles a year make turnpike rich

Continued from Page 1

police assigned to the turnpike set up traps for them.

Turnpike officials don't like to talk about the kinds of traps used since that would give everything away, but one of them mentioned walkie-talkies.

■ ■ ■

The police, however, aren't looking for the person who might not have the right change, or no change, at one of the interchange barriers. They are not the problem, says turnpike director Harold T. Bockman.

The problems are drivers who never pay, and try to get away with it by faking a toss into the basket, then driving through the red light with the warning bell ringing. If they're caught, they plead innocent and claim the machine is guilty.

Some drivers have become so jaded by their wrongdoings that they'll fake a toss into the basket without even opening the car window. Others, a little more anxious about the crime, have been known to get out of their car and very carefully put nothing in the basket.

A few years ago, one of the most serious problems at the interchange barriers was theft. A series of thefts became especially prevalent after the 11 p.m. shift left one of the auto assembly plants, for instance. Now and then bags have been put into the baskets so the thief could retrieve it later on.

$166,000 was spent last year on major repairs by outside contracting firms.

Davis says most of these thefts have been stopped because the turnpike has installed tougher lock systems. But people still try. A few weeks ago several tried to get into a coin-collector by shooting it three or four times with a pistol. They were caught.

A turnpike like the Delaware Turnpike is a little like an elongated city with people doing most of the things they do in a city. It's suspected that people have made love on turnpikes, and it's known they have had babies on them.

Once people get on the turnpike they are its residents for at least the 11.3 miles of its length. During this citizenship the turnpike provides police protection, food services and around-the-clock patrols for car breakdowns.

Davis contends that if a car breaks down, the longest a driver will have to wait for help is about a half-hour, and the average time is probably 15 to 20 minutes.

■ ■ ■

Now and then, people have suffered heart attacks on the Delaware Turnpike. Last year the pike authorities bought a resuscitator for such emergencies, and officials claim they can get an ambulance to an emergency case, in five to seven minutes.

People pollute the turnpike with junk, and thousands of dollars are spent cleaning it up. A special litter patrol picks up paper, pieces of tires, mufflers, an occasional bumper, hub caps, pillows and blankets, articles of clothing and, of course, beer cans.

The maintenance crew is always working on something. In the summer, the mowers go all day. By the time they finish cutting grass at one end, the grass on the other end is high enough to be cut.

In the winter, supervisors are watching the weather forecasts, and when one sees a flake of snow, he's on the phone calling other supervisors, and they're on the phone calling the crewmen. They can be mobilized and be at work in a half-hour.

"We'll let God have the first snowflake," one turnpike worker boasts, "but the rest are ours."

Contractors, of course, get the big maintenance jobs on the turnpike. Last year, more than $166,000 was spent on major repair jobs.

A turnpike is a bit like a city, with some of the same services—such as food, police.

The turnpike has been so eager to serve that a few years ago it shelled out $235,000 for 52 emergency telephones set up a third of a mile apart. They look good, but they've never worked, and now the turnpike is trying to sue the company that sold them.

One reason the turnpike is heavier on service than other highways is that it has a lot more money to spend to keep people happy.

■ ■ ■

The money flows from the toll gates into funds for maintenance, operations, interest, payments to bondholders, reserves in case things don't work out as expected and, finally, improvements.

The improvement fund is where all the money goes that isn't spent for everything else, and it's been getting so fat—$16.1 million at the end of 1975—that a lot of hungry eyes have been looking it over.

At one time, turnpike officials had big plans for the fund. They wanted to build a north-south toll road with it, and another set of dual roads, but the general money pinch in the state stopped those jobs, and so the improvement fund had no place to go but up.

And today it's still going up.

It builds to the music of the clinking coins in the little safes. All day and all night, year-round.

Delaware Sues Turnpike's Telephone Installer

The Florida firm that installed the non-functioning emergency telephone system on the Delaware Turnpike has been sued by the state for $317,000.

The 52 phones were closed down last December. They hardly ever worked, state officials say.

The Superior Court suit by the state Department of Transportation alleges breach of contract by Burnup & Sims Inc. of West Palm Beach.

The suit says the department contracted with the company in 1971 for installation at a cost of $231,387. Burnup & Sims was to furnish all labor, equipment, materials and expertise and also agreed to provide a one-year warranty on the system.

The department says that before the warranty expired, numerous defects and deficiencies appeared. The contractor was notified and purported to make corrections, but the problems continued, the suit says.

The state claims it notified the contractor by letter in May, June and July 1973, before the warranty expired, and directed that repairs be made.

Among deficiencies listed in the suit was failure to place the underground cable at the specified distance from the edge of the shoulder. The location varied as much as two to three feet, causing damage to the cable by workmen who assumed it was elsewhere, the suit says.

The records furnished by the defendant gave no indication of changes in pairs of improperly assigned wires, nor did they indicate the correct location of cables, splices and load coils, the suit says.

As a result, an extensive search was required to find these components for checking and repairs, according to the complaint.

Because the contractor failed to comply with the warranty provisions of the contract, the department says it exercised its right to have the necessary repairs performed by another electronics company at a cost of $67,830.

The department asks damages of $317,187, representing the $231,387 it paid Burnup & Sims, plus $85,800 for the cost of the repairs and engineering.

* * * * * *

Toll-Free Turnpike in State Awaits Agreement on Bonds

From the Dover Bureau

DOVER — Toll barriers at three intermediate ramps on the Delaware Turnpike will be removed under a bill signed into law by Gov. Sherman W. Tribbitt.

But don't start counting your dimes and nickels yet because the state has to go through some financial maneuvering before it stops collecting the tolls.

Highway Administrator Richard A. Haber said the state must collect the tolls until it buys up the bonds which financed the turnpike. Present bond agreements require the state to finance the turnpike with tolls.

But, he said, "once that's done we can stop collecting the tolls the next day."

"Sept. 20" is the target date," said Gen. John B. Wallace, state director of transportation. He said the state is meeting with banks in order to borrow about $14 million to pay off or put in escrow bonds totaljing about $44 million.

He also said barriers would be removed immediately.

H.B. 1278, sponsored by Rep. Gerard A. Cain, D-Sherwood Forest, limits the turnpike to only one toll booth near the Delaware-Maryland border, where the charge is 40 cents.

State Finance Secretary John E. Malarkey had opposed the bill, saying it would cost the state $1.3 million in revenue, cause increased traffic on the turnpike and encourage motorists to bypass the toll barrier at the state line.

The governor also has signed two bills sponsored by Rep. Marcello Rispoli, D-Wilmington, to toughen the state's landlord-tenant law.

House Substitute 1 for H.B. 926 limits to one month's rent the deposit for leases of one year or more. The law also states that a tenant cannot be charged more than $35 if he cancels his lease application within five days of signing it.

H.B. 928 gives the division of consumer affairs the power to issue cease-and-desist orders to landlords or tenants who are violating the landlord-tenant laws.

Other bills signed recently by the governor:

S.B. 236 with H.A. 3, 4, 5 (Knox) — To allow the Department of Natural Resources and Environmental Control to establish regulations to lessen noise pollution.

S.B. 701 with S.A. 1 (Adams) — To require members of the Judiciary to contribute 5 per cent of their salary to the state pension fund.

S.B. 742 with S.A. 1, 4 (Holloway) — To create a state board of social work examiners to regulate and license clinical social workers.

H.B. 261 with H.A. 1, and S.A. 1 (McGinnis) — To refund the motor fuel tax paid on fuel for taxicabs.

H.S. 1 for H.B. 321 (Worthen) — To reduce for purposes of appropriations the number of pupils comprised in a class unit in grades kindergarten through six.

H.B. 367 with S.A. 1 (Worthen) — To grant approval to the Department of Natural Resources and Environmental Control to buy a tract of land within White Clay Creek State Park.

H.B. 622 (Gordy) — To amend the Uniform Reciprocal Enforcement provisions for payment of child support.

H.B. 845 with S.A. 2 and H.A. 1 (Matushefske) — To remove the prohibition against post-judgment wage attachment by small loan companies.

H.B. 952 with H.A. 1 (Morris) — To enable the Department of Correction to employ its personnel directly.

H.B. 1066 (Boulden) — To require that motor vehicles used by a railroad company to transport employes more than five miles be equipped with adequate seating, heating and communication facilities.

H.B. 1196 with S.A. 1 (Matushefske) — To give Family Court the power to grant visitation rights to grandparents.

I-95 Hit-Run Death Jails Virginia Man

A Virginia man was charged with criminally negligent homicide last night in the hit-and-run death of a New Jersey man on Interstate-95, just inside Delaware from the state line toll plaza.

Lawrence Sheridan, 18, of Marmara, N.J., was dead on arrival last night at the Newark Emergency Room after being struck by a car about 10:30 as he stood on the shoulder of I-95.

State police charged William Thomas Turner, 37, of Alexandria, Va., with criminally negligent homicide and driving under the influence of alcohol in connection with the accident. Turner is being held, pending arraignment in Court 10.

State police said Sheridan had pulled onto the right shoulder of the interstate's northbound lane about 200 yards north of the toll barrier and had gotten out of his car, apparently to get something from the trunk. The car driven by Turner, also traveling north, swerved to the right shoulder, pinning Sheridan between the two cars and knocking Sheridan's car off the shoulder, police said.

Turner kept going, police said. He was arrested at the service plaza on the interstate soon after the accident.

A passenger in Sheridan's car, Carol Totten, 19, also of Marmora, was treated and held for observation, then released this morning by the emergency room.

Law removes 3 pike tolls—well...almost

By JOHN FELTON
Dover Bureau

DOVER — Toll barriers at three intermediate ramps on the Delaware Turnpike will be removed under a bill which has been signed into law by Gov. Sherman W. Tribbitt.

But don't start counting your dimes and nickels yet because the state has to go through some financial maneuvering before it stops collecting the tolls.

Highway Administrator Richard A. Haber said the state must continue collecting the tolls until it buys up the bonds which financed the turnpike. Present bond agreements require the state to finance the turnpike with tolls.

Haber said he couldn't estimate how soon arrangements for buying the bonds would be completed.

"Once that's done, though, we can stop collecting tolls the next day," he said.

Haber said he also didn't know whether the toll booths would be dismantled or stored in case the legislature changes its mind.

H.B. 1278, sponsored by Rep. Gerard A. Cain, D-Sherwood Forest, limits the turnpike to only one toll booth near the Delaware-Maryland border, where the charge is 40 cents.

State Finance Secretary John E. Malarkey had opposed the bill, saying it would cost the state $1.3 million in revenue, cause increased traffic on the turnpike and encourage motorists to skip the toll barrier at the state line.

The governor also has signed two bills sponsored by Rep. Marcello Rispoli, D-Wilmington, to toughen the state's landlord-tenant law.

House Substitute 1 for H.B. 926 limits to one month's rent the deposit for leases of one year or more. The law also states that a tenant cannot be charged more than $35 if he cancels his lease application within five days of signing it.

H.B. 928 gives the division of consumer affairs the power to issue cease-and-desist orders to landlords or tenants who are violating the landlord-tenant laws. The division already has that power over other consumer-protection violations.

Other bills signed recently by the governor:

S.B. 236 with H.A. 3, 4, 5 (Knox) — To allow the Department of Natural Resources and Environmental Control to establish regulations to lessen noise pollution.

S.B. 701 with S.A. 1 (Adams) — To require members of the Judiciary to contribute 5 per cent of their salary to the state pension fund.

S.B. 742 with S.A. 1, 4 (Holloway) — To create a state board of social work examiners to regulate and license clinical social workers.

H.B. 261 with H.A. 1, and S.A. 1 (McGinnis) — To refund the motor fuel tax paid on fuel for taxicabs.

H.S. 1 for H.B. 321 (Worthen) — To reduce for purposes of appropriations the number of pupils comprised in a class unit in grades kinderparten through six.

H.B. 367 with S.A. 1 (Worthen) — To grant approval to the Department of Natural Resources and Environmental Control to buy a tract of land within White Clay Creek State Park.

H.B. 622 (Gordy) — To amend the Uniform Reciprocal Enforcement provisions for payment of child support.

H.B. 845 with S.A. 2 and H.A. 1 (Matushefske) — To remove the prohibition against post-judgment wage attachment by small loan companies.

H.B. 952 with H.A. 1 (Morris) — To enable the Department of Correction to employ its personnel directly.

H.B. 1066 (Boulden) — To require that motor vehicles used by a railroad company to transport employes more than five miles be equipped with adequate seating, heating and communication facilities.

H.B. 1196 with S.A. 1 (Matushefske) — To give Family Court the power to grant visitation rights to grandparents.

Tractor-Trailer Crash Causes 5-Hour Jam on I-95

A tractor-trailer loaded with steel crashed on Interstate 95 near Newport this morning, slightly injuring the driver and causing a five-hour traffic jam.

State police said Morris Moore, 40, of Baltimore, was driving his flatbed north about 5 a.m., when suddenly flashing lights and highway barriers at the construction site near Basin Road loomed ahead.

Moore swerved and the load of steel shifted, sending the truck through the barriers, over a guardrail, and down an embankment. Moore was under observation today in Delaware Division.

Highway crews were trying to move the steel and reconstruct the warning barriers, while traffic was slowed to a crawl late this morning, police said. Moore was charged with careless driving.

State sues over pike phone system

By TOM GREER

The Florida firm that installed the non-functioning emergency telephone system on the Delaware Turnpike has been sued by the state for $317,000.

The 52 phones were closed down last December. They had hardly ever worked, state officials say.

The Superior Court suit by the state Department of Transportation alleges breach of contract by Burnup & Sims Inc. of West Palm Beach.

The suit says the department contracted with the company in 1971 for installation at a cost of $231,387. Burnup & Sims was to furnish all labor, equipment, materials and expertise and also agreed to provide a one-year warranty on the system.

The department says that before the warranty expired, numerous defects and deficiencies appeared. The contractor was notified and purported to make corrections, but the problems continued, the suit says.

The state claims it notified the contractor by letter in May, June and July 1973, before the warranty expired, and directed that repairs be made.

Among deficiencies listed in the suit was failure to place the underground cable at the specified distance from the edge of the shoulder. The location varied as much as two to three feet, causing damage to the cable by workmen who assumed it was elsewhere, the suit says.

The records furnished by the defendant gave no indication as to the changes in the pair assignments nor did they indicate the correct location of cables, splices and load coils, the suit says.

As a result, an extensive search was required to find these components for checking and repairs, according to the complaint.

Because the contractor failed to comply with the warranty provisions of the contract, the department says it exercised its right to have the necessary repairs performed by another electronics company at a cost of $67,830.

The department asks damages of $317,187, representing the $231,387 it paid Burnup & Sims, plus $85,800 for the cost of the repairs and engineering.

Del. sells bonds to pay off 'pike'

The Delaware Transportation Authority has privately sold $14.85 million in revenue-refunding bonds to raise funds to retire outstanding turnpike bonds and to make way for purchase of the turnpike.

Clifford E. Hall, secretary of the Delaware Department of Transportation, said the bonds, dated Sept. 30, will mature between July 1, 1977, and July 1, 1981.

Interest on the bonds, he said, ranges from 3½ to 4½ per cent, producing an overall 4.18-per-cent interest obligation to the transportation authority.

Hall described the interest rate as a "pleasant surprise" to the department and a substantial benefit to Delaware's transportation finances. Early estimates ranged up to 5½ per cent.

Hall said most of the bonds, about $9 million, were bought by the Wilmington Trust Co. Among the other purchasers, he said, were the Bank of Delaware and Sussex Trust Co.

The bonds are secured by revenues of the Delaware Turnpike, not by general tax revenues of the state.

Moody's Investors Service Inc. of New York gave the bonds an Aa rating. Alex Brown & Sons of Baltimore acted as financial agent to the authority.

The refinancing was made possible by legislation signed by Gov. Sherman W. Tribbitt in June. The arrangement allows excess revenues generated by the turnpike to be used for other transportation projects.

The authority has estimated that the surplus funds will be sufficient to pay the state's share of subsidies to the Delaware Authority for Regional Transit and the Delaware Authority for Specialized Transit as well as other transportation responsibilities.

Delaware Turnpike Revenue bonds issued in 1962 and 1963 will be redeemed in January. Those issued in 1970 will be redeemed in January 1980.

All debts of the turnpike will have been paid by 1981, the department said.

The Morning News, Wilmington, Del., Monday, September 13, 1976 • •

Death knell for turnpike tolls

bill frank

I'm sure even Gov. Sherman W. Tribbitt will be amazed to lean that by his signature on H.B. 1278 he accomplished what was once said to be absolutely, positively, without question impossible.

Come Sept. 30, tolls on two heavily traveled ramps of the Delaware Turnpike will be abolished. I join all and sundry in sending up three rousing cheers.

Furthermore, if Tribbitt can remember just which pen he used in signing H.B. 1278, I suggest he send it to Alexis I. du Pont Bayard, Wilmington lawyer, or he could cut it in half, one for Rep. Everette Hale, Republican of Newark, and former Sen. and Rep. William F. Hart, also a Republican of the Newark area.

Why Bayard? Because back in 1966 and 1967, when he was attorney for the Delaware turnpike division of the old State Highway Department, he kept insisting, "No, no, a thousand times no! You can't abolish the ramp tolls."

And why Hale and Hart? Because back in those years of 1966 and 1967, these stalwart Republicans kept arguing, screaming and urging the highway commission to lower or abolish those damnable ramp tolls.

To Bayard, the governor should write:

"Dear Lex: Never say anything is impossible, particularly when a plan or a proposition will help people. That's not the Democratic way of government."

And to Hart and Hale, the governor might write:

"Gentlemen: After 10 years, you've finally won. But keep in mind you won under a Democratic administration."

Of course, Rep. Gerard A. Cain, Democrat of the Newark area, deserves applause. It was his bill that finally passed in the General Assembly to abolish tolls on ramps connecting the turnpike with Delaware 273 and 896.

The Delaware turnpike has been a blessing for interstate highway travel but not those abominable ramps with their nickle and dime tolls.

Back in the 1960s the Delaware turnpike, really an extension of Interstate 95, was administered by a special division under the jurisdiction of the state highway commission.

And it was in 1966, continuing into 1967, when Hale and Hart showed up at many highway commission meetings, exhorting the commissioners to do something about those pesky tolls.

Since 1963, the 11-mile toll turnpike turned out to be the greatest little money maker on the East Coast.

Along came Hart and Hale, not only on behalf of their constituents, Democrats, Republicans, independents and mavericks, but also for the general traveling public.

Hale was somewhat conservative. He advocated a reduction in tolls.

Hart wanted to go all the way, abolishing all ramp tolls.

Egged on by Bayard, attorney for the turnpike, the highway commissioners turned deaf ears to the pleadings. Instead, they did what public officials almost always do. They ordered a survey. In general practice, a survey will take the pesky monkeys off official backs for a while.

And as often happens, even the most professional survey writers will turn out reports to favor preconceived notions of the agency that employs them.

So the survey was negative. In effect, it said, "No — if you reduce or eliminate the tolls, the traffic burden on the turnpike will increase."

So what?

It didn't seem to matter either to the highway commissioners or Bayard that every day thousands of users of the ramps were bedeviled, annoyed and frustrated by the nickle and dime tolls.

Hale and Bayard had some very serious confrontations. One day, Hale said Bayard was trying to baby him. So Hale showed up at a highway commission meeting with a 29-cent rubber pacifier and threw it in the direction of Bayard.

Bayard insisted the highway commission just didn't have the authority to abolish or reduce tolls. He kept harping on obligations to the turnpike bond holders.

I used to sit there at the highway commission meeting and say to myself, "Lex, come to your senses. After all, what in the hell do bond holders care, as long as they get their dividends on time?"

And Charles A. Rutter, who was manager of the turnpike division, kept nodding his head in agreement with Bayard.

Well, the years have passed. Then earlier this year, came Cain's bill. It passed the House and Senate without difficulty. It involved the refinancing of the turnpike bonds but what Hart and Hale asked and prayed for finally happened.

If there is a ceremony on Sept. 30, marking the end of those tolls on two ramps, Bayard should be invited to be the last one to drop his money into the basket — and all in pennies at that.

Rep. Everette Hale

Ex-Sen. William F. Hart

Evening Journal, Wilmington, Del., Thursday, November 4, 1976 • • 3

Tossed Through Windshield, Man Dies at I-95 Toll Plaza

A man died last night when a car he was riding in slammed into a concrete abutment, throwing him through the windshield and into a toll booth on Interstate 95.

A police source told the Evening Journal the man, who was carrying two sets of identification, was an escapee from a Massachusetts prison and that there were several guns in the wrecked auto.

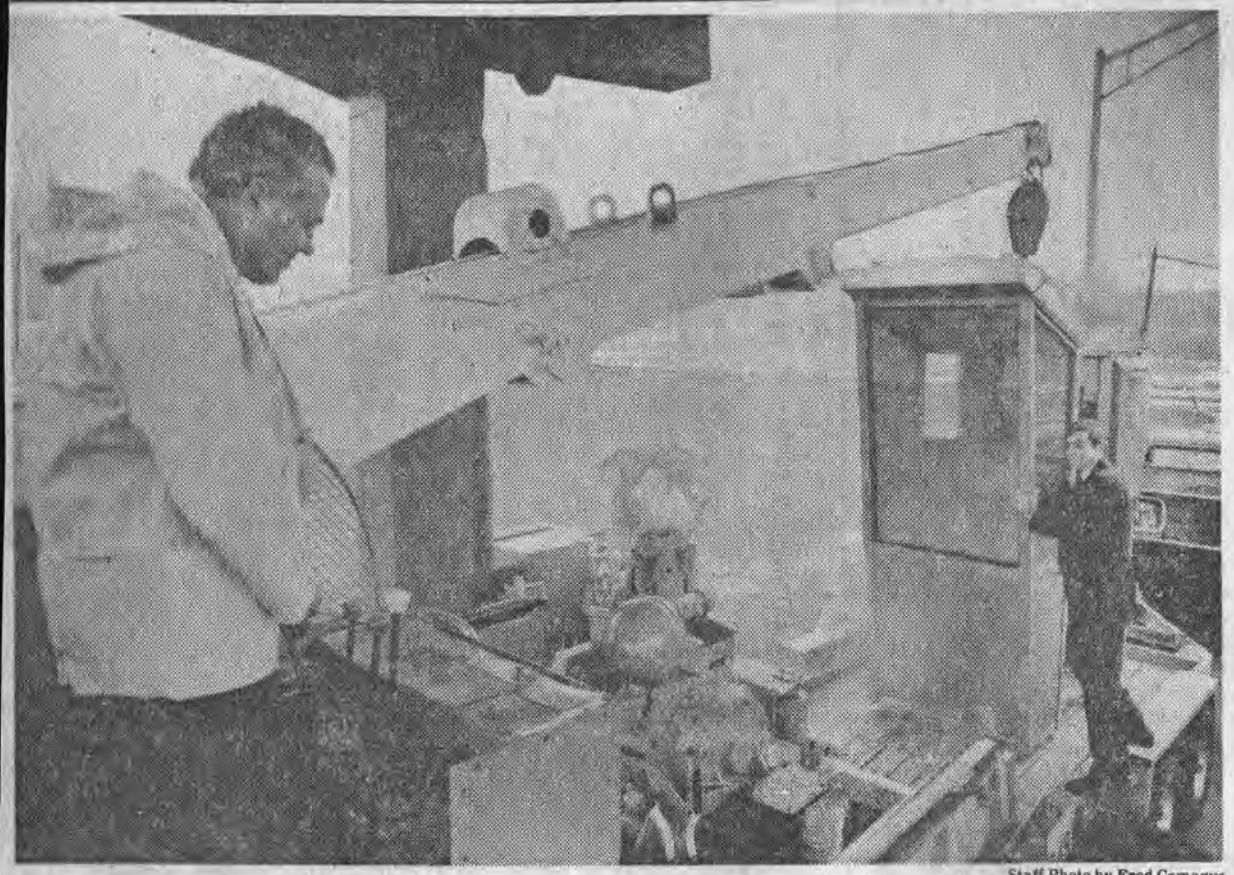
A spokesman for the Massachusetts prison system identified the man as Paul Harding, 25, a resident of Hull, Mass. He escaped Sept. 13 while serving time for armed robbery, the spokesman said.

According to Delaware Division officials, the driver of the car, Robert Wilson, 36, of New York City, was in fair condition today with head, neck and shoulder injuries.

Police said the car was speeding when it approached the toll plaza shortly before 6:30 and struck two concrete abutments.

The passenger was thrown through the windshield and into a toll booth as an attendant leaped out of the way.

The death brings to 101 the number of highway fatalities on Delaware roads this year, compared with 99 in the same period a year ago.



Staff Photo by Fred Comegys

With Gov. Sherman W. Tribbitt at the controls, a toll booth along Interstate 95 is decontrolled. Rep. Gerard A. Cain, D-Sherwood Forest, provides a steadying hand.

Cain or Hale? It's Debated

Toll-Free Newark's Cheers Misdirected, GOP Claims

There's no question Newark area commuters have reason to be grateful to someone — but who? In this election year, it is a subject of political debate.

Senate minority leader Michael N. Castle, R-Wilmington, says GOP Sen. Everette Hale of Fairfield is the real hero in the elimination of the I-95 toll booths.

Rep. Gerard R. Cain, D-Sherwood Forest, was the author of H.B. 1278, which finally eliminated the ramp tolls, but Castle says one introduced earlier by Hale would have accomplished the same thing.

Castle claims Hale tried to find a Democrat in the House to cosponsor S.B. 839 — but couldn't. Hale's bill died in Democrat-controlled committee, Castle said.

Then Cain secured passage of a similar bill in the House and it was sent to the Senate, where only four Democrats supported it, Castle says. Hale, however, rallied 100 per cent Republican support for the bill and it passed.

"The governor received a bill he did not want — but couldn't veto in an election year," Castle said.

Cain said that's not exactly what happened, although he did credit Hale with supporting his bill. "He (Hale) stood up on the floor congratulating me for the research and effort I'd put into the bill," Cain said today.

During the last frenzied days of the General Assembly this summer, Cain said, he tried to amend the mammoth Turnpike Authority Bill, which included elimination of the ramps, but failed because of questions about constitutionality.

He then researched the question and submitted the ramp bill again . In the meantime, he said, Hale had come to him to ask for support of the same bill.

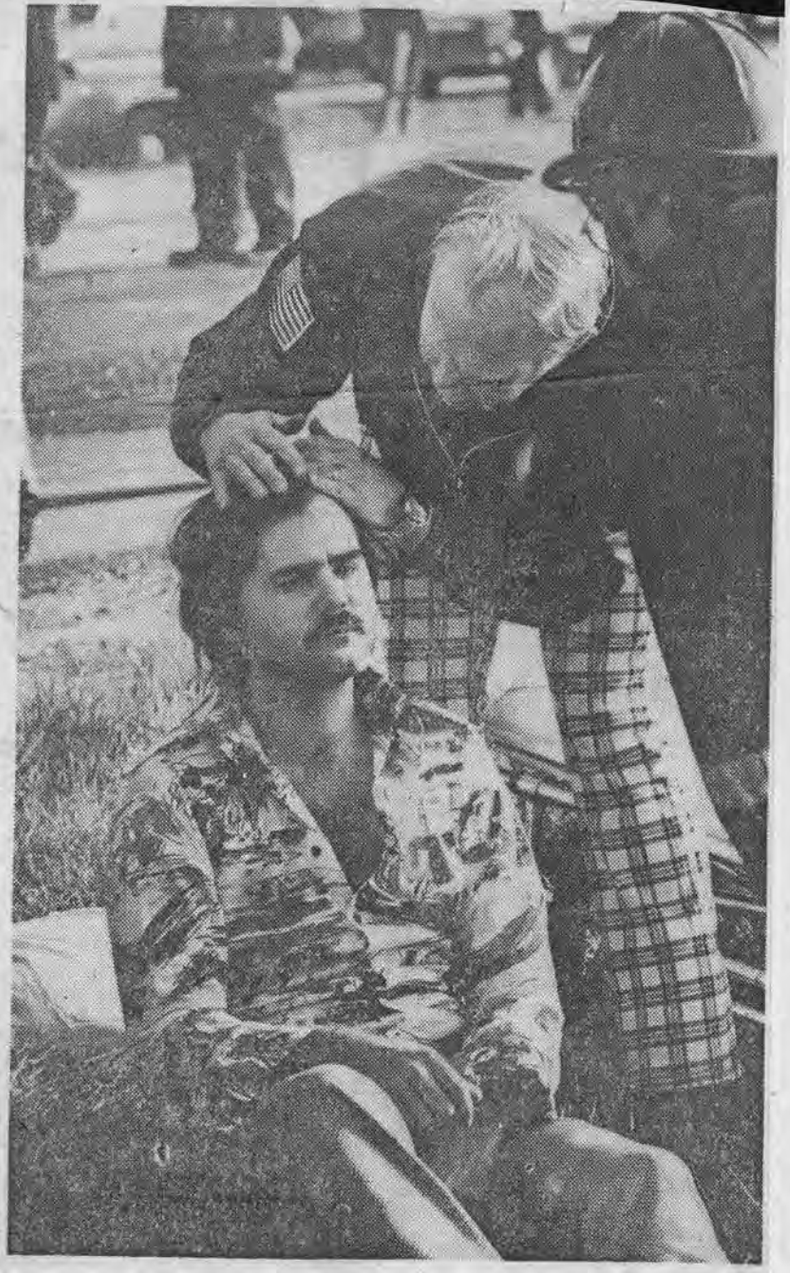
"I told him I already had sponsored the amendment and had my own bill I was going to submit. Now, whether he submitted his first is just a matter of a few hours or minutes," Cain said.

Hale attended the closing down of toll booths on Delaware 896 ramps, but Gov. Sherman W. Tribbitt and Cain were those in the limelight.

Hale today said he had been invited belatedly by the governor to attend yesterday's ceremony, "but I was shunted aside by the Democrats."

Giving all free ride

Putting dimes and nickels back in their pockets happily, motorists entered and left the Delaware Turnpike ramps yesterday without having to pay a toll, thanks to a bill authorizing cancellation of the charge. Those who used the Del-aware 896 southbound exit found Gov. Sherman W. Tribbitt and Rep. Gerald A. Cain, D-Sherwood Forest, who introduced the bill waving them through after ceremonially removing the first booth to go only moments before. (Staff photo by Fred Comegys)



3 collide, 6 hurt on I-95

Firemen tend to one of six people injured yesterday in a three-vehicle collision on Interstate 95 near the Stanton exit at 5:41 p.m. State police said a Lincoln Continental, traveling north, collided with the back of a Mercedes-Benz, veered across the median into the southbound lane and was hit by a tractor-trailer. Three men in the Lincoln and a woman and two children in the Mercedes, were treated and released at the Delaware Division. Another photo on Page 3. (Henny Abrams photo)

North-South state freeway is now sought

From the Dover Bureau

DOVER — Outgoing highway chief Clifford E. Hall made an eleventh-hour pitch for a north-south limited access highway again yesterday, this time for a road without toll booths.

Hall, who will be leaving his post as secretary of the Department of Transportation when the administration changes in January, said the removal of local toll booths on Interstate 95 has left him without justification for charging motorists to use the north-south route.

He proposed that the $200 million highway be planned as part of the national Interstate s,ystem which would make the road eligible for 90 per cent federal funding for cpnstruction. The state's 10 per cent share, he said, could be financed by revenue bonds to be retired from surplus turnpike revenues.

Clifford Hall

"First, you start with the basic premise that Route 13 is not going to hold the traffic five or ten years from now," Hall said. "The need is here now, and, if I had an okay to start and the money, it would take five years, give or take a year, to even break ground."

Hall said some of the feasibility studies developed for the toll road proposal could be used for the interstate. The bypass proposal has been kicking around for more than a decade.

Since the state removed the I-95 toll barriers for local traffic Sept. 30, revenue figures indicate the Delaware Transportation Authority will suffer a net revenue loss of about $500,000 a year, Hall said, but the state's $14 million in revenue bonds for the authority should be retired in five years from turnpike revenues. Retirement of those bonds will make funds available for the local share of the north-south construction, Hall said.

He suggested that the road follow the proposed north-south toll road route, from an interchange with I-95 at Delaware 273 near Newark south to Little Heaven, bypassing the Middletown, Smyrna and Dover areas on the west.

Once the project reaches the construction stage, the road should take about one to two years to build, Hall said.

Gov. Sherman W. Tribbitt declined comment on Hall's proposal, which came at the governor's monthly cabinet meeting. Tribbitt said yesterday that he plans to discuss the proposal in his state-of-the state message in January.

Gov.-elect Pierre S. du Pont IV told the Dover city council in August that he opposed a West Dover Bypass because it would take too much valuable farm land out of production. Du Pont said he would appoint a committee to consider the north-south highway proposal.

Food & fuel

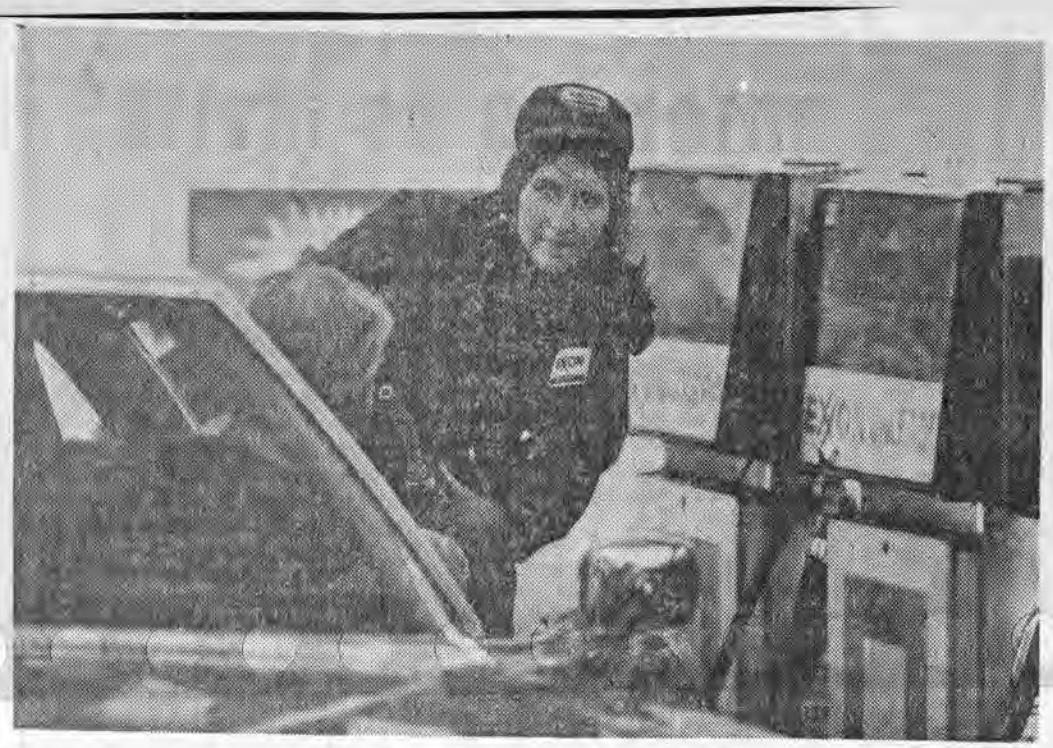
At any time of the day or night, the nation's interstate highways are alive with autos and trucks rushing people and products to places distant or close. For the road-weary driver, there is but one oasis — the service area.

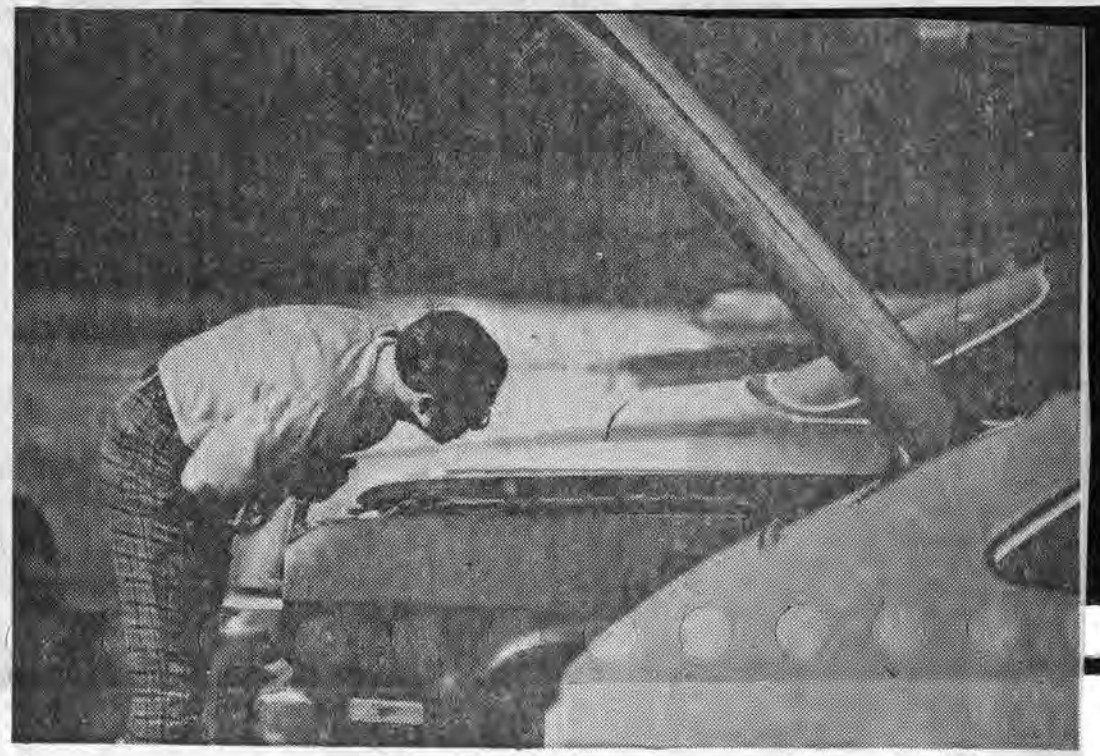
To the motorist with cramped legs and stinging eyes, the large blue-and-white signs announcing "Food and Fuel" are a welcome omen. The Delaware service area on Interstate 95, which plays host to millions of drivers each year, is the second largest retailer of gasoline in the United States.

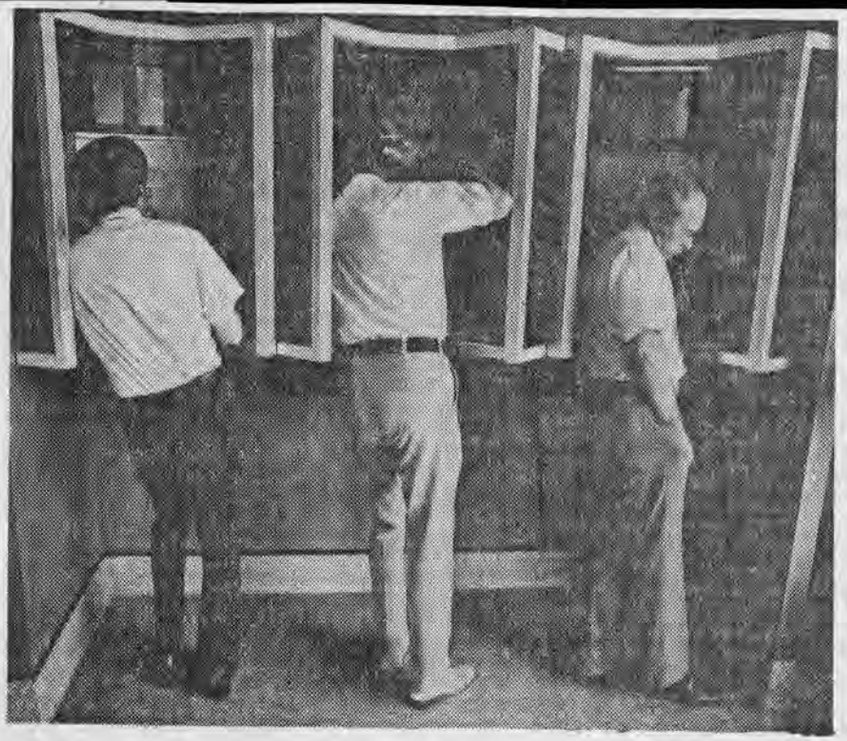
Gourmet cuisine is not to be found at the roadside stops. Food is often highly priced and rather plain but it fills the void.

For the family with children, a service area stop is not a luxury but a necessity. Noisy kids celebrating release from their automotive confines dash into the lobbies as their parents slog along behind.

Although often gaily decorated and usually spotless, few people get excited about a trip to a service area. It's just a routine part of the trip. But it helps.







Debra Haynes, top left, is one of three women who dispense gasoline and smiles to customers at the Delaware Turnpike service area. Along the New Jersey Turnpike, top right, a motorist checks out some car trouble, while Ron Barnett, above, catches a few winks. Businessmen, left, discuss important items on Delaware Turnpike payphones while, below, a weekend's trash overflows its barrel at a Garden State rest stop. An exhausted Christine Gasco, on her drive from North Carolina to Massachusetts, has a quick breakfast of danish, below left, while a bus visitor, far left, stirs her coffee in the restaurant lobby on the Delaware Turnpike.

Story and staff photos by Bill Ballenberg

The Morning News, Wilmington, Del., Tuesday, Feb. 1, 1977

Pike rest stop licensed to sell one for the road

By RALPH S. MOYED

The restaurant on the Delaware Turnpike has been granted a temporary license to serve liquor to thirsty travelers.

So far, however, no bottles have been uncorked, and the restaurant manager says it's uncertain when — or if — the first shot will be poured.

The Marriott Corp., which operates the Hot Shoppes restaurant and cafeteria in the median of the turnpike, applied in November to the Delaware Alcoholic Beverage Control Commission for a restaurant spirts permit.

Just before New Year's, a temporary license was issued to allow the restaurant to serve traveling tipplers while the application for a permanent license was pending.

John C. Geuther, executive director of the ABCC, said yesterday that he doesn't see anything unusual in permitting liquor to be served on a limited-access turnpike. He said both Maryland and New Jersey allow liquor service in their turnpike restaurants.

Geuther said he recalled being served at one of the two Maryland Houses on the Maryland section of the John F. Kennedy Memorial Highway.

"Not in either of the Maryland Houses," an official of the state-owned restaurants said yesterday. And at the headquarters of the New Jersey Turnpike in Woodbridge, a spokesperson said, "No, no, never."

Robert Martin, general manager of the Hot Shoppes on the Delaware interstate, said he is unaware of any turnpike in the nation that allows spirits in their restaurants.

Nonetheless, both Martin and Harold T. Bockman, manager of the turnpike, defended the idea. "You can buy a drink along highways all over the country," Bockman said.

The arguments may be academic, according to Martin, because his bosses in the Marriott Corp. haven't decided whether to go ahead with the application for a permanent license.

A considerable amount of construction would be required to conform to floor plans for a separate section in which drinks would be served at tables, Geuther said. The restaurant operators haven't decided whether it is worth the expense, he said.

"I don't know if we're ever going to apply for a permanent license," said Martin.

Geuther said the temporary license expires March 29. If Marriott decides to build, he said, a hearing on the permanent license would be held in March.

In recent months, the ABCC has demonstrated some concern for drinkers' convenience. A few weeks before granting the temporary license for the turnpike restaurant, the commission approved a license for a drive-in package store.

ABCC Would Let Drivers Drink on Delaware Turnpike

Motorists on the Delaware Turnpike can now tank up in more ways than one, the state Alcoholic Beverage Control Commission has decided.

John C. Geuther, executive director of the ABCC, says a temporary liquor license has been granted to the Hot Shoppes restaurant in the median of the turnpike about 10 miles south of Wilmington.

However, restaurant manager Robert Martin says no drinks have been poured thus far, and that it's uncertain when — or if — the first cocktail will be served.

News that the temporary license had been granted (pending a March hearing for a permanent license) caught the manager of the Delaware Safety Council by surprise.

Council manager Francis J. Jamison said he would ask his traffic safety committee to review the idea of an interstate watering hole, but "right off hand it doesn't sound like it has any merit. We've always tried to discourage people from driving and drinking, especially on long trips."

Neither Gov. Pierre S. du Pont IV nor State Police Superintendent Irvin B. Smith Jr. was immediately available for comment.

William P. Markland, Delaware district manager for the American Automobile Association said he "can't understand for the life of me why they would want a license," but added that "if we were to object to their getting a license, we'd be putting ourselves in the position of objecting to every restaurant that serves alcoholic beverages."

The Marriott Corp., which operates the restaurant adjacent to the two service stations, applied for the license in November and received a temporary license just before New Year's.

Geuther said yesterday he doesn't see anything unusual in permitting liquor to be served along a limited access turnpike, and claimed that both Maryland and New Jersey allow liquor service on their turnpikes.

Geuther said he recalled being served at one of the two Maryland Houses on the Maryland section of the John F. Kennedy Memorial Highway.

"Not in either of the Maryland Houses," an official of the state-owned restaurants said yesterday. And at the headquarters of the New Jersey Turnpike in Woodbridge, a spokesperson said, "No, no, never."

Martin, general manager of the Hot Shoppes on the Delaware interstate, said he is unaware of any turnpike in the nation that allows spirits in its restaurants.

Nonetheless, both Martin and Harold T. Bockman, manager of the turnpike, defended the idea. "You can buy a drink along highways all over the country," Bockman said.

The arguments may be academic, according to Martin, because his bosses in the Marriott Corp. haven't decided whether to go ahead with the application for a permanent license.

A considerable amount of construction would be required to conform to floor plans for a separate section in which drinks would be served at tables, Geuther said. The restaurant operators haven't decided whether it is worth the expense, he said.

"I don't know if we're ever going to apply for a permanent license," said Martin.

Geuther said the temporary license expires March 29. If Marriott decides to build, he said, a hearing on the permanent license would be held in March.

In recent months, the ABCC has demonstrated some concern for drinkers' convenience. A few weeks before granting the temporary license for the turnpike restaurant, the commission approved a license for a drive-in package store.

Evening Journal, Wilmington, Del., Thursday, February 17, 1977 ** 5

Protests Blamed

Pike Restaurant Drops Liquor License Plans

By GEORGE MONAGHAN

The Delaware Turnpike's restaurant has withdrawn its bid for a permanent liquor license in the wake of a storm kicked up over the granting of a temporary one.

Withdrawal of the petition was made by the Marriott Corp. which owns the Hot Shoppes restaurant on the turnpike.

In an announcement today by Secretary of Transportation George Jarvis, the corporation cited "circumstances beyond its control" as the reason for withdrawing the petition.

It said no liquor had been served at the restaurant as a result of the temporary license granted last November by the Delaware Alcoholic Beverage Control Commission. That permit was to have expired in March.

After issuance of the temporary permit was made public, John C. Geuther, executive director of the ABCC, said there was nothing unusual about permitting liquor to be served on a limited access turnpike.

He said both Maryland and New Jersey allow liquor in their turnpike restaurants, but officials in both states contended that isn't true.

He no longer sees merit in running pike

By GEORGE MONAGHAN

Earle M. Davis, kicked out by the Democrats in 1974 as Delaware Turnpike manager and then reinstated after a court fight of more than a year, is out again.

This time, apparently, it's for good.

Davis' job as general manager was eliminated last year when the Transportation Department was reorganized.

Under the reorganization, his duties were transferred to the turnpike director, Harold T. Bockman, the Democrat named by former Gov. Sherman W. Tribbitt to replace Davis.

Davis, 50, was officially let go Sept. 30, according to Alexander Slater, personnel officer for the Transportation Department.

Until then, the Delaware Turnpike had two chiefs — Bockman, with a salary of $20,182 a year, and Davis, making $27,541 a year. Davis got more because he had been at the job longer.

Although Bockman had been called the director and Davis the general manager, it was never clear who was boss.

Davis, politically a decline, was considered a professional administrator. He was named ot the job by former Republican Gov. Russell W. Peterson, who lost his 1972 bid for re-election to Tribbitt.

He was dropped, however, in September 1974, when Tribbitt replaced him with Bockman, a labor leader with political influence.

To the Democrats, that was part of their takeover of nonmerit system jobs, but the matter wasn't so clear to Davis. He contended that his job was covered by the merit system, and so he sued.

Superior Court Judge Bernard Balick agreed with Davis, and, after an appeal, the state Supreme Court agreed with Balick and ordered his reinstatement in December 1975.

Now that the Republicans are back again, Davis, who lives in Wilmington, says he's not interested in the job anymore, unless he's approached. "I don't know whether there's any reason to look into it again," he said. "It seems to me the merit system doesn't have many teeth when they can write a job out of existence."

Davis had 15 years of road-building experience in North Africa before taking over the turnpike job in 1969.

Bockman's job does not come under the merit system, according to George Jarvis, former Republican legislator and the new secretary of transportation under Gov. Pierre S. du Pont IV. He said all nonmerit jobs are going to be reviewed.

"I would hope to have a qualified man in the job," Jarvis said yesterday, "but the political realities are that it's a political job."

Earle M. Davis

2/4/77

Tuesday Apr. 11, 1989 B-1

The News Journal ••• Wilmington, Del. ••

News 2

Motel being considered for turnpike service plaza

BY JEFF MONTGOMERY
Dover Bureau reporter

The Delaware Turnpike may add a motel to its service plaza west of Christiana under a proposed overhaul of toll road concessions.

Turnpike Administrator Basil R. Battaglia said officials plan to close one of two service stations at the plaza, while streamlining remaining auto services and offering self-service gasoline.

Space created by the razing of the closed station would be reserved for other travel-related services, such as a motel, Battaglia said. Several national motel chains have already made inquiries about the site.

"I think you're talking 200 to 300 rooms. One of the thoughts is to try to capture people who normally go thorugh Delaware without stopping, not to compete with local motels in the area," Battaglia said. "You won't find a restaurant, cocktail lounge or meeting room; it's just a place for the traveler who wants to pull in and get off the road for a night."

Reports of the move drew a lukewarm response from motel operators near the interstate highway.

"The market is very good right now, but I just figured it up — and I hadn't even heard of this one — and there are about 1,000 rooms coming into the area right now," said Tom Gordon, general manager of the Sheraton Inn, Newark.

"I see enough rooms coming into the market to take care of any slack," Gordon said. "If they build 150 or 200 rooms down there, I don't see how the market can take it. They'll just take from the existing businesses."

Jay Vreeland, assistant manager at the recently opened Red Roof Inn on the Stanton-Christiana Road (Delaware 7), declined to predict the proposed turnpike motel's effect on the area market.

"The only impression I can give at this point is, for wintertime business, there's a glut anyway," Vreeland said. "But during the summer, the I-95 corridor carries so much that we can easily fill up anything we have between Washington and Philadelphia."

Travel on the turnpike in the first two months of this year is up 6 percent over the same period in 1988. During the fiscal year that ended June 30, 1988, about 18.7 million vehicles used the road.

Tolls are expected to raise $26.1 million for Delaware's Transportation Trust Fund this year. Concessions on the 11-mile turnpike, part of Interstate 95, are expected to earn another $1.6 million this year and $1.8 million next year.

In 1988, the turnpike agency signed a 20-year contract with the Marriott Corp. to operate the turnpike's restaurants, which now include a Bob's Big Boy, Roy Rogers and Sbarro.

Exxon Corp. and Gulf Refining and Marketing Corp. operate the road's two service stations. Exxon's contract lapsed in November, while Gulf has been operating on a month-to-month agreement since November 1987. Both companies, along with Shell Oil Co., have made bids for the new contract, Battaglia said.

Plans call for razing the Gulf station for a new service center that will offer full- and self-service pumps, limited turnpike auto repairs and towing.

"What they're proposing is changing flats, taking care of water and doing necessary things, but if there's a major problem, to provide a towing service to a mechanic of the patron's choice," Battaglia said. "I don't think we can require them to have a mechanic who's schooled in all the different makes and models of cars."

Last year, the two stations sold 5.4 million gallons of fuel, generating $427,000 in concession revenues for the state. Battaglia said gains from addition of self-service pumps is expected to offset losses from a station closing.

EVENING JOURNAL
WILMINGTON, DELAWARE / TUESDAY, MAY 30, 1972

SECTION 2 / OBITUARIES TELEVISION THEATER & ARTS TRAVEL

Good food and this fascinating mural are featured in the Maryland House's dining room

Great Road, Great Stop

Text by Jim Crowl
Newark Bureau

★ ★ ★

Staff Photos
By Al Connell

It's a moneymaker. It holds an oasis where weary travelers can rest for a short time, fill their stomachs and gas tanks while catching a glimpse of Maryland history.

And it's the last public works project dedicated by President John F. Kennedy.

What is it? It's the 42-mile section of the Interstate 95 toll road that winds through Maryland from the Delaware state line to Whitemarsh.

The road has been open since 1963 and traffic over it has surpassed all projections set by those who planned it. Projected volume for 1984 became a reality in 1966.

Its oasis is the Maryland House, the sole service center on I-95 between Washington and Delaware's Hot Shoppes. The building at the service center is an a-la-Williamsburg colonial and is intended to portray "a little bit of Maryland" for the tourists.

High points of the state's history are depicted in murals in the lobby and dining areas. A mural in the formal dining room is a copy of a hand-manufactured French scenic wallpaper and has drawn offers of as much as $30,000 from appreciative tourists. The original is in the diplomatic dining room of the White House.

alike, but Groves is apparently right in saying the problems have been straightened out. All of 10 persons questioned recently when leaving the restaurant said they were satisfied with the service and food.

More food is sold in the Maryland House "than in any other restaurant on any other toll-road in the United States," said Groves. We've served better than 21,000 people in one day.

As of July 4 last year, a total of 15 million people had been served at the Maryland House with no written complaints," Thomas N. Kay, the road's administrator since its opening, said.

Kay reluctantly admitted there were problems during the first six months the restaurant was open, but "since Groves came on the scene to manage the operation, all has gone well."

President Kennedy cut the ribbon officially opening the road, he was assassinated and the road's name was later changed to the John F. Kennedy Memorial Highway.

Kay said 13,685 cars used the road the first day it was open. The day after Kennedy died, the total climbed to 35,000. And the next, it was 40,500. "I thought those cars would never stop coming."

In 1969, Maryland began planning to increase the highway's four lanes to six. That work is expected to be completed this fall. Also, an additional service center is expected to open in the fall of 1973.

Since last year, the toll road has been jointly operated by the State Highway Administration and the Department of Transportation. The highway agency was originally totally responsible for the road.

Kay's office overlooks the 10—soon to be 14 — toll booths at the Perryville-Brainbridge interchange, giving him a full view of the steady flow of vehicles.

With tolls and concession income, the road is a true moneymaker. Its original cost was $74 million. That has already been collected in tolls — currently 90 cents per car and an average of $2 per truck, depending on the number of

Historic murals also grace the attractive lobby

passed through the toll booths. 11,183,099 of them were in 1971.

There's no indication the tolls will be lowered when all construction bonds are paid off. That will be decided in the year 2000 when the tolls have paid for all additional construction bonds, said a transportation department official.

The gas station contracts for the turnpike were granted Humble Oil & Refining Co. and Texaco Oil Co. through bidding prior to the 1963 opening, Kay said, and were renewed at the end of 10 years. It isn't unusual for either station to pump 39,000 gallons of gas a day, more than the monthly gallonage of an average service

pansion and plans were made to expand the road from four to six lanes." Sedwick said. "The cost will be about $49 million. Construction began in 1970. And completion is expected by Nov. 15."

The second service center, Groves said, is "supposed to be opened in the fall of 1973, but more likely it will open the following spring." Bids are being advertised for construction of the restaurant and service area.

The new facility will be able to handle up to 30 per cent more people than the existing Maryland House and will accommodate bus tours. Groves said his company will operate it and he

High points of the state's history are depicted in murals in the lobby and dining areas. A mural in the formal dining room is a copy of a hand-manufactured French scenic wallpaper and has drawn offers of as much as $30,000 from appreciative tourists. The original is in the diplomatic dining room of the White House.

The three dining areas in the Maryland House serve up "gallons of clam chowder and tons of crabcakes from old original recipes," said manager Dana H. Groves. Food is freshly prepared by a chef and a trained staff of about 132.

Groves says he stays away from serving already-prepared foods, reasoning that "I'd be chased out of Maryland if we served anything but the best here."

He readily admitted that wasn't always the case, saying:

"The operation and efficiency of the Maryland House wasn't always as it is now. We shouldn't have opened the restaurants when the highway was opened. We just weren't prepared. But, the state wanted us to open, so we did.

"The end result was simply too many people for the service we had to offer. Later, consultants admitted they were 100 per cent wrong in insisting we open before we were adequately prepared. We didn't even have water on the first floor then. But, we're all straightened out now."

Unpreparedness resulted in frustration and dissatisfaction for customers and management

As of July 4 last year, a total of [illegible] million people had been served at the Maryland House with no written complaints," Thomas N. Kay, the road's administrator since its opening, said.

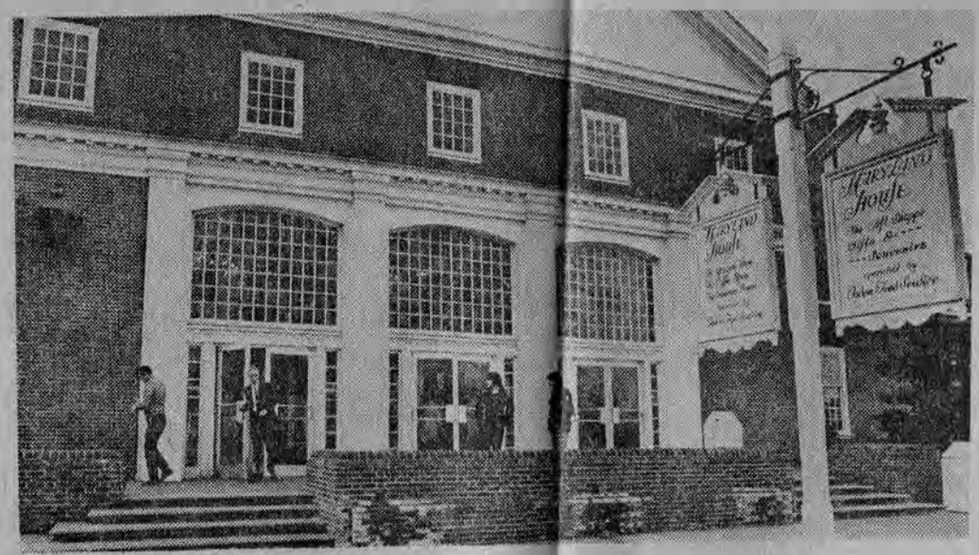
Kay reluctantly admitted there were problems during the first six months the restaurant was open, but "since Groves came on the scene to manage the operation, all has gone well."

The highway was originally named the North East Expressway. Two weeks after then-

— toll booths at the Perryville-Bainbridge interchange, giving him a full view of the steady flow of vehicles.

With tolls and concession income, the road is a true moneymaker. Its original cost was $74 million. That has already been collected in tolls — currently 90 cents per car and an average of $2 per truck, depending on the number of axles.

As of Jan. 1, Kay said, 70,638,364 vehicles had



Entrance of the toll ro ad's refreshment center

said a transportation department official.

The gas station contracts for the turnpike were granted Humble Oil & Refining Co. and Texaco Oil Co. through bidding prior to the 1963 opening, Kay said, and were renewed at the end of 10 years. It isn't unusual for either station to pump 39,000 gallons of gas a day, more than the monthly gallonage of an average service station.

Kay claimed they have the highest daily gallonage sales of any toll road service station in the nation.

The highway administration collects a percentage of the two companies' gross of all gas and other sales, which covers rental of the stations and state-owned land. Texaco pays .0839 cents on each gallon of gas, Esso pays .0927 cents. Both also pay 10 per cent of their gross on other sales such as oil, tires and batteries.

The Maryland House, leased by Ogden Food Services, pays 23½ per cent of its gross to the highway agency. Last year it grossed $3 million, and Groves predicted "more than that this year."

Kay said the three concessions last year paid Maryland $1.9 million. Including tolls, the state's total 1971 take was $13.6 million, almost double the $7.8 million the road's original prospectus anticipated for last year.

Byron Sedgwick, information chief for the highway agency, said the steady usage growth has exceeded all projections. Usage in 1965, for example, was 14 per cent over projection.

"The steady growth presented a need for ex-

"supposed to be opened in the fall of 1973, but more likely it will open the following spring." Bids are being advertised for construction of the restaurant and service area.

The new facility will be able to handle up to 30 per cent more people than the existing Maryland House and will accommodate bus tours. Groves said his company will operate it and he will manage both restaurants.

The new service center will be in the area between Belvidere and Red Toad Roads, midway between Perryville and North East.

A detachment of 42 Maryland state troopers patrol the highway, and according to the assistant barracks commander, Lt. Edgar L. Peach, "we try to cover the 42-mile stretch at least once every hour." The police barracks are located in the administration building.

In its first 14 months, the highway had no fatalities. Now, Peach says fatalities are "on an average with other similar facilities — no higher, no lower."

Kay is obviously proud of "his" road and is dedicated to its efficient operation. He keeps daily records and can quote most figures from memory, but always makes sure by double checking the ledgers.

He proudly pointed to a photo of former Gov. J. Millard Tawes, who appointed Kay to his post. The picture is autographed, "To Thomas Kay, a good and dedicated friend."

That dedication has paid off in dollars for the state, and obvious satisfaction for Kay.

time for COOL WHITE!

Come see our light and lively ANDIAMO summer fashions. Mid or low heels designed for women-on-the-go. Carefully fitted by experts who are interested in you and your comfort . . . and who want you to return again, and again.

andiamo®

INVOLVED

MAN ABOUT TOWN

By Carl G. Smith

It's an article of faith in the Wilmington area that "nobody goes downtown at night."

Most suburbanites assume that it's the same in all American cities except maybe the great nightlife towns like Las Vegas, San Francisco and New Orleans.

Well, it isn't necessarily so.

Take Washington between 10 and 11 p.m. in the middle of a week, for instance. Traffic is on the streets. Local transit buses are still running. Pedestrians are on the sidewalks, at least in the theater, restaurant and hotel sections of downtown as well as in the Watergate apartment section. And this is supposed to be America's most dangerous high-crime city.

True, there are a million or more Maryland and Virginia suburbanites who wouldn't be caught dead inside the District of Columbia after sundown. But in a metropolitan area of 2.8 million people, that leaves at least another million warm bodies to make a lively showing in the central city. And there are always conventions in town, such as the Air Line Pilots Association which brought hundreds of fun-loving people to the Mayflower Hotel last week.

First-run movies have moved to outlying theaters, leaving the downtown theaters to show black-oriented films or the sexploitation variety. But people attend them. In a reversal of Wilmington's experience, the Warner Theater has closed in Washington while Loew's Palace is still open.

On the evening when the Orioles and Pirates played an exhibition game in RFK Stadium, 38,000 baseball-starved fans turned out, and some of them went downtown afterward for a snack or a drink. The line waiting to be served in the store-front Hot Shoppe on New York Avenue extended out the door and 20 feet along the sidewalk. Downtown after 10 p.m., mind you!

Another evening, a busload of Rhode Island tourists descended on the Holloway House cafeteria at 14th and New York Ave., N.W., around 9 p.m. for two-score full-course dinners. The cafeteria, which serves meals until 10, had no difficulty serving them.

Several blocks of Connecticut Avenue and a section of G Street are paved with wooden planks while the subway is being constructed by the cut-and-cover method, but that doesn't seem to bother anybody except motorists.

The impression has gotten around America that Washington is an all-black city, except for Du Pont Circle, which has been "taken over by the hippies." Neither impression is accurate. White people predominate on the sidewalks in the older downtown district, along Connecticut and Massachusetts Avenues and in the George Washington University area — even at night. As for Du Pont Circle, at sundown last Wednesday a cluster of black youth had gathered around a bongo drummer and a group of white long-haired types sat around the fountain. But the rest of the huge circle was occupied by the middle-class white folks who live in the area — walking dogs, going to taverns or restaurants, or just strolling.

Also, most of the 30 young people conducting a 24-hour Vigil For Peace in front of the White House were white. But there are more servicemen in town than peace demonstrators, and the servicemen's money keeps some of the nightspots alive.

Twice, while attending a conference at the Watergate Hotel last week, I walked about 15 blocks downtown and back at night without being mugged. Another night I drove 22 miles out to the new town of Reston, Va., to find out what the suburbanites were doing. They must have been at home watching television, because Reston's downtown really dies at night. Nothing was open after 9 except the Safeway supermarket and one sidewalk-cafe tavern.

Going back to Washington, naturally I got lost and came to a "No Outlet" sign on K Street under a freeway. Ahead of me, a carload of tourists from North Carolina stopped to ask directions of a young man standing on a corner. Several other youths emerged from a little nightclub called The Door Store and it became quite a conference. Finally the North Carolinians made a U-turn and headed back downtown. Apparently they weren't in the market for a door just then. Neither was I, so I followed them.

After 11 p.m., I had parked the car and met a 50-ish man and wife on the sidewalk near the Watergate. They wanted to know which way the Capitol was. I told them it was 26 blocks east and seven blocks south. It would be a pretty long walk, I suggested. "That's all right," said the wife, and they started trudging.

By that time, the lesson had been fully learned: It is NOT an immutable law of late 20th-century life that everybody must be afraid to walk on downtown streets at night.

Today's Horror

The builders of Washington's Metro (subway) have literally undermined the very foundations of American justice. Corners of two federal court buildings hang precariously over the edge of the hole where the Judiciary Square station is under construction. It has been suggested that trapdoors be installed in those corners before the hole is filled in. Then, when a judge finds that a defendant has not benefited from training schools, he could simply press a button. The defendant would fall down a chute into the subway and be instantly trained.

GROUP TOUR PLANNING MANUAL

The Group Tour Planning Manual will be a key part of the State's Group Tour Marketing Plan. It will be mailed to all tour operators interested in bringing group tours to Delaware. The manual will feature comprehensive information on all destinations/attractions/properties which are interested in attracting group tour business.

Additionally, it will suggest itineraries, include current motorcoach regulations and provide general information that tour operators need to know about the State of Delaware. The manual is scheduled to be completed and mailed to operators in June 1989.

GROUP TOUR ADVERTISING

- To complement the mailing of this manual, DTO will advertise in major trade publications such as Courier, Destinations and By Ways later in the year. The State's travel industry will have opportunities to participate in cooperative advertising projects for the group tour market.

A final objective of the Group Tour Development Plan is to provide counsel and technical assistance in building, maintaining and expanding group tour visitation. Marketing to the group tour industry is highly specialized. It requires a thorough understanding of the complexity of the group tour business. One key to successful group tour marketing is cooperative promotion, via advertising, trade shows and familiarization tours.

It is very difficult for an individual property—whether a hotel or motel, restaurant, attraction or recreation site—wishing to have a group tour program to be successful without the cooperation and help of the State Tourism Office and the local destination promotion agency, be it a chamber of commerce or convention and visitors bureau. In putting together the Delaware Group Tour Development and Marketing Plan, DTO is making available to all segments of the travel industry in Delaware a strategy which opens pursuit of this growing market segment to both large and small businesses. It also provides an umbrella under which the industry can join together to capture this lucrative market and pool limited resources for maximum impact.

around Delaware

WELCOME CENTERS GREET DELAWARE VISITORS. Delaware visitors seeking information learn to look for blue road signs bearing a large white question mark. These indicate "official" Delaware visitor centers, located strategically on or near major highways.

Many states have a formal network of information centers, organized under the state tourism or transportation departments. New Jersey, for example, runs 12 permanent, year-round centers. Virginia has 10, Maryland nine and Pennsylvania eight. Delaware has no formal system of visitor centers, but service is provided at six independently run, designated sites from Wilmington to Fenwick Island.

- **Newark.** The busiest rest stop is on I-95, just below Exit 3 (DE 273). While the Marriott Corporation is responsible for the building, including restaurants, game room, gift shop and facilities, and the Delaware Turnpike Authority oversees the property, the Greater Wilmington Convention and Visitors Bureau operates the Visitors Center. The Center is open from 8 a.m. to 8 p.m. every day of the year except Christmas. Over 5,000 people stop in each month for hotel and motel reservations, information, literature and travel advice. Another 50,000 to 70,000 watch the 24-hour-a-day video on Delaware tourism attractions.

- **New Castle.** The Welcome Center at the foot of the Delaware Memorial Bridge in New Castle County is operated by the Dela-

ware River and Bay Authority. Among the staff responsibilities is selling senior discount books for the bridge, but visitors also seek information and assistance. The DRBA also operates an information center at the Lewes terminal of the Cape May-Lewes Ferry.

- **Smyrna.** Just north of Smyrna is the second busiest information site in the state—the Chauncey O. Simpson Rest Area. Created in 1969 with federal funding, it is run by the Department of Transportation. The facility functions primarily as a rest stop and has been called the best in the USA by visitors from throughout the country. Vending machines supply snacks and cold drinks, and hot beverages are available on a donation basis in the office. The office is manned 24 hours a day to provide change and information. The rest area also sports a small zoo that includes some live Delaware Blue Hens.

- **Dover.** The Margaret O'Neill Visitors Center is located on Legislative Green behind the Old State House. Tours of the State House and other government buildings begin here, and the Bureau of Museums and Historic Sites presents changing exhibits. A video presentation on state museums sites is available, and the gift shop sells Delaware items. More than 30,000 tourists and students visit here annually.

- **Milford.** The Kent and Sussex Counties Convention and Visitors Bureau and Southern Delaware Chamber of Commerce office in Milford is also a designated Welcome Center. The staff answers questions from mail and telephone inquiries and walk-in visitors throughout the year. The Chamber sponsors a fishing and weather 800 hotline from Memorial Day weekend through Labor Day.

- **Fenwick Island.** The southernmost information center in Delaware is also the Bethany-Fenwick Chamber of Commerce office. Located on DE 1 just north of Fenwick Island, the building is a unique success story. In 1985, the Chamber leased the land from the State's Division of Natural Resources and Environmental Control. Chamber members contributed to the construction and furnishing of the facility, dedicated by Governor Castle on May 9, 1986. Today, the Visitor Center is open year-round. Between May and September, more than 10,000 vacationers and travelers stop by for assistance.

CHRISTMAS TOUR ATTENDANCE AT DELAWARE ATTRACTIONS IS STRONG. Several museums in the Small Wonder State offer special tours for the holiday season. These are popular with Delawareans and visitors alike. In 1988, ticket sales for these tours topped 32,000.

Yuletide at Winterthur	27,600
Christmas in Odessa	2,600
Santa Claus Special, Wilmington & Western Railroad	2,520
Victorian Christmas at Rockwood	2,415
Christmas at Hagley	2,028
George Read II House Candlelight Tours	1,685
A Farmer's Christmas, Delaware Agricultural Museum	1,152
Victorian Christmas, Historic Houses of Odessa	988
Total	32,873

SUSSEX COUNTY DESTINATION MARKETING ORGANIZATIONS ELECT OFFICERS AND SET SHOW ACTIVITY FOR FIRST PART OF 1989. The Bethany-Fenwick and Rehoboth Beach-Dewey Beach Chambers of Commerce recently installed new officers for 1989. Incoming president of the Bethany-Fenwick Chamber is Francis X. Raskauskas. First vice president is William R. Crowley; second vice

Battaglia Named Boss Of Turnpike

By RICHARD SANDZA
Dover Bureau

DOVER — Basil R. Battaglia, Wilmington Republican chairman who made an unsuccessful run for mayor last fall, has landed a $24,600-a-year state job as director of the Delaware Turnpike.

Battaglia, who starts work Monday in the Republican administration of Gov. Pierre S. Du Pont Iv, replaces former House Speaker Harold T. Bockman.

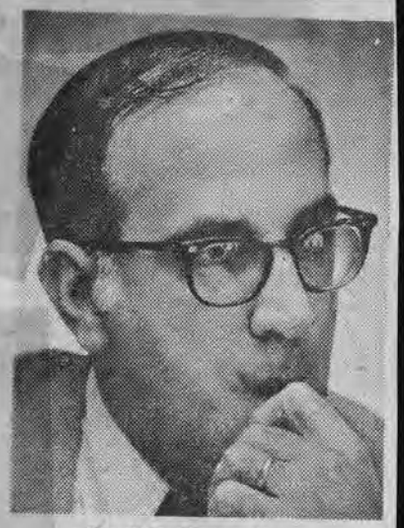
The appointment was made by transportation Secretary George Jarvis, who acknowledged yesterday that "this could be viewed as a political job. I've known him [Battaglia] for years and I'm very satisfied that Basil can handle the job."

Bockman will stay on with the turnpike at a lower salary as a special assistant until next year when he completes the necessary service to receive a state pension.

Battaglia, 41, served as New Castle County Register in Chancery for eight years until January. Since then he has been devoting his time to his real estate title-search business.

He said he took the job because

See BATTAGLIA—Page 3, Col. 1



Basil R. Battaglia

Battaglia—

Continued from Page One

it was "an opportunity to serve state government" and help Du Pont.

Jarvis said the one condition he placed on the job was that Battaglia resign as city Republican chairman. Battaglia said he would step down as soon as a successor is chosen.

Citing what he said was Battaglia's major qualification for the job, Jarvis pointed out that as register in chancery, Battaglia was responsible for managing funds in state-supervised trust and escrow accounts. He said that "money management" is a key responsibility of the turnpike post, which includes overseeing investments, maintenance and toll collection for the 11-mile highway.

The turnpike director's job has been volatile over the past several years.

In 1974 Democrats named Bockman to replace former director Earle M. Davis, who challenged his firing in Superior Court and won his job back. Both he and Bockman served in the top position at the turnpike until last June when Democrats reorganized the Department of Transportation and eliminated Davis' job. Davis quietly left state service.

The Battaglia appointment is only the second major job shift ordered by Jarvis since he took office in January. He replaced Democrat Richard A. Haber, then director of the division of highways, and named engineer Robert D. Bewick as acting division head. Haber was given a special job until he serves enough time to get his pension.

Battaglia appointed turnpike director

From the Dover Bureau

DOVER — Wilmington Republican Chairman Basil R. Battaglia has been appointed director of the Delaware Turnpike, replacing a Democrat, former House Speaker Harold T. Bockman.

The appointment was made by transportation Secretary George Jarvis, who acknowledged yesterday that "I accept the fact that this could be viewed as a political job. I've known him [Battaglia] for years and I'm very satisfied that Basil can handle the job."

Battaglia will be paid $24,600 and will begin work Monday.

Bockman will stay on with the turnpike at a lower salary as a special assistant until next year when he completes the necessary service to receive a state pension.

Battaglia, 41, unsuccessful candidate for mayor of Wilmington last year, served as New Castle County register in chancery for eight years until January. Since then he has been devoting his time to his real estate title-search business.

He said he took the job because it was "an opportunity to serve state government" and help Gov. Pierre S. du Pont IV.

Jarvis said the one condition he placed on the job was that Battaglia resign as city Republican chairman. Battaglia said he would step down as soon as a successor is chosen.

Citing what he said was Battaglia's major qualification for the job, Jarvis pointed out that as register in chancery, Battaglia was responsible for managing funds in state-supervised trust and escrow accounts. He said that "money management" is a key responsibility of the turnpike post.

The turnpike director's job has been volatile over the past several years.

Battaglia gets pike post

Continued from Page One

In 1974 Democrats named Bockman to replace former director Earle M. Davis, who challenged his firing in Superior Court and won his job back. Both he and Bockman served in the top position at the turnpike until last June when Democrats reorganized the Department of Transportation and eliminated Davis' job. Davis quietly left state service.

The Battaglia appointment is only the second major job shift ordered by Jarvis since he took office in January. At that time, he replaced Democrat Richard A. Haber, then director of the division of highways, and named engineer Robert D. Bewick as acting division head. Haber also was given a special job until he served enough time to get his pension.

Thursday, October 6, 1977

Mobil replaces Texaco on turnpike

After 11 years of trusting their cars to the "man who wears the star," Delaware Turnpike drivers will now by buying Mobil products instead.

Howtex Corp., which has operated one of the turnpike's two service areas as a Texaco outlet since the opening of the road, had its lease expire and the concession was put up for bid.

Last month when the two bids came in — from Howtex and International Retail Corp., a Mobil supplier from Aberdeen, Md. — the Mobil retailer offered to pay the turnpike a larger percentage of gross receipts than the Texaco supplier, and Texaco was out.

International now has a five-year contract to lease the turnpike service center, paying the state $8,333 per month plus 5.7 per cent of its income from gas sales and 12 per cent of its gross receipts from all other sales.

The contract, which became effective Saturday, also includes a renewal option, according to Basil R. Battaglia, turnpike chief for the state Department of Transportation.

The contract also mandates that International's Mobil prices conform with other gas stations in the area, both on and off the turnpike, Battaglia said.

International will honor BankAmericard/Visa, Master Charge, American Express and Mobil credit cards.

Motorists can also obtain Exxon products at the Delaware Turnpike Exxon Servicenter. Hot Shoppes, a Marriott Hotels Inc. subsidiary, is the turnpike's restaurant concessionaire.

Evening Journal, Wilmington, Del., Thursday, Oct. 6, 1977

Turnpike Station Now Pumps Mobil

After 11 years of trusting their cars to the "man who wears the star," Delaware Turnpike drivers will now by buying Mobil products instead.

Howtex Corp., which has operated one of the turnpike's two service areas as a Texaco outlet since the opening of the road, had its lease expire and the concession was put up for bid.

Last month when the two bids came in — from Howtex and International Retail Corp., a Mobil supplier from Aberdeen, Md. — the Mobil retailer offered to pay the turnpike a larger percentage of gross receipts than the Texaco supplier, and Texaco was out.

International now has a five-year contract to lease the turnpike service center, paying the state $8,333 per month plus 5.7 per cent of its income from gas sales and 12 per cent of its gross receipts from all other sales.

The contract, which became effective Saturday, also includes a renewal option, according to Basil R. Battaglia, turnpike chief for the state Department of Transportation.

The contract also mandates that International's Mobil prices conform with other gas stations in the area, both on and off the turnpike, Battaglia said.

International will honor BankAmericard/Visa, Master Charge, American Express and Mobil credit cards.

Motorists can also obtain Exxon products at the Delaware Turnpike Exxon Servicenter. Hot Shoppes, a Marriott Hotels Inc. subsidiary, is the turnpike's restaurant concessionaire.

11/14/77

Girl Injured In Crash on I-95 After 15-Mile Chase

PERRYVILLE, Md.—A 17-year-old Pennsylvania girl is in Harford Memorial Hospital after police said, she took her boyfriend's car from a New Jersey rock joint, and led police on a chase down Interstate 95 in the wrong lane.

Ann S. Duffy of Pineville, near Doylestown, was listed in satisfactory condition today in the hospital at Havre de Grace with minor injuries suffered when her car rolled and landed in a ditch.

New Jersey State Police in Wrightstown, near Fort Dix, said Charles Weber, 18, of Levittown, Pa., reported his 1972 Dodge Swinger stolen about 2:47 Sunday morning from the Satellite Lounge, a Wrightstown nightclub.

Just before 7 a.m., a Delaware trooper spotted the car headed south on I-95 in the northbound lane, and fell in behind it, speeding past the toll plaza at the Maryland state line.

Two Delaware troopers managed to stop the car about a mile south of the plaza, but when they got out, the driver gunned the car across the median into the southbound lane.

Near the North Service Area in Maryland, a Maryland trooper managed to get in front of the car, traveling at more than 120 mph. The driver nudged the trooper's car, and then lost control, running into the center strip, rolling over, back onto its wheels, crossing the northbound lanes, and finally flipping into a ditch at the side of the road.

According to Maryland State Police, Miss Duffy had been upset over the recent death of a sister, and had been receiving psychiatric counseling. They said she was "emotionally upset" at the time of the incident yesterday.

She has been charged in Maryland with speeding, reckless driving and driving without a license.

Delaware State Police have several traffic charges pending, including failure to stop at the command of a police officer, and reckless driving. Police said the chase covered about 15 miles of the interstate highway.

R. H. McCracken Photo

Squad Car Takes Beating

State Police Cpl. Hugh Craig, 28, was in his squad car about 2 this morning, talking to the driver of a Volkswagen on the shoulder of Interstate 95 north of Newark, when the tractor-trailer, driven by Earl L. Thompkins Jr., 42, of Edgewood, Md., ran into the police car. The Volkswagen, with Deborah Nasko, 23, of Dale Court, Wilmington, inside, was knocked down a 35-foot embankment. The policeman and Ms. Nasko were both treated for minor injuries. Thompkins was arrested for inattentive driving, and fined $25.

Delaware Notebook

Jarvis Senator Bid Seen

By JIM PANYARD
Of The Bulletin Staff

Though he will neither confirm nor deny it, State Secretary of Highways and Transportation George Jarvis will take a shot at U.S. Sen. Joseph R. Biden Jr. (D-Del) in next year's election, according to sources close to Jarvis.

The redheaded Republican who served in both the state House and Senate said, "I have no comment about running for office."

Several months ago, Jarvis told the Bulletin he would consider a run against Biden, "If I had $100,000 in the bank and they (the state GOP) told me they were raising another $100,000."

Republican sources say an unnamed benefactor is willing to raise a lot of money for Jarvis and that Jarvis made up his mind to go for Biden's seat.

Newly elected state GOP Chairman Jerome O. Herlihy said he knows nothing about the source of campaign funds, but admitted "George is seriously considering it." He admitted it will take a lot of money to run against Biden, who spent $275,000 in upsetting incumbent J. Caleb Boggs in 1972.

Herlihy said he thinks Jarvis would be an outstanding candidate and feels Biden can be beaten.

George Jarvis
. . . may have benefactor

Most observers agree, however, that the Republicans have little chance of unseating the 35-year-old senator. Most Republicans seem to be hoping they can keep Biden from swamping their candidate and enhancing his national image.

• • •

And speaking of Biden, he is keeping a close eye on the efforts of state House aide Gary Hindes of Dover who is again trying to get the Democratic nomination to run for Congress.

Hindes and Sussex County Administrator Joe Conaway are going to every chicken dinner and community meeting they can in an effort to run against U.S. Rep. Thomas B. Evans (R-Del) next year.

Biden doesn't like Hindes because of a series of stories written under Hindes' bylines for a downstate newspaper several years ago that indicated Biden's brother, Jim, received preferential treatment from banks because his brother was on the Senate Banking Committee.

Hindes says he doesn't believe Biden will interfere with his candidacy. Biden's people say nothing on the subject.

Hindes failed to get the nomination for the congressional seat last year, but was offered the state treasurer nomination, which he declined. Biden's people were set to block that nomination if Hindes had accepted it.

• • •

The man who did accept the state treasurer nomination from the Democrats and won the seat, Tom Carper, is also eyeing the congressional spot. Carper is considering changing the name of his election committee from The Carper for State Treasurer Committee to The Committee to Elect Tom Carper.

The Morning News, Wilmington, Del., Friday, Nov. 25, 1977

Increased use of turnpike has cost state money

By NAN CLEMENTS

Despite a 25 percent increase in traffic on the Delaware Turnpike, the state is collecting less toll money from users.

State officials, expanding the distribution and use of turnpike funds, are looking for—and finding—ways to cut the turnpike's operating costs to close the gap between increasing costs and decreased revenues.

For a variety of reasons—some as yet unexplained—more vehicles used the toll road in the nine months ending June 30 than ever before. The total came to 20 million. But the state's revenues declined by 4.6 percent, from $6.2 million to $5.9 million for the same period.

State Transportation Secretary George Jarvis and John B. Wallace, director of the Delaware Transportation Authority, which operates the turnpike, disagree on the losses from removing the tolls from the ramps within Delaware.

Wallace said removing the tolls—primarily benefiting commuters—cost the state an estimated $1.5 million in gross toll revenues. Jarvis estimates the loss at $700,000.

Neither wants to reinstate the tolls. But neither denies that removing the tolls has cost the state some money, particularly since ramp traffic increased 45.6 percent in the same nine-month period.

"Removal of the ramp tolls . . . as expected, caused a reduction in the turnpike revenue, but was offset by an increase in the toll fee for vehicles at the main toll plaza, the only toll facility presently operating on the turnpike," states the turnpike's first annual report since the authority took over control of the toll road on Oct. 1, 1976, from the former Delaware Turnpike Administration.

But the traffic at the Maryland-Delaware line toll barrier increased only 2 percent, and the turnpike's total toll revenue was down 4 percent for the nine-month period, from $5.3 million to $5.1 million.

Truckers are avoiding the state line toll barrier by using U.S. 40 and Delaware 896, Wallace said.

"We have to live with the truck situation," he said. "It's like having three children and one of them being ugly—you have to live with it. We can't force trucks to go through the toll barrier."

Wallace said turnpike officials are asking their traffic engineering consultants, Coverdale and Colpitts of New York City, to take a look at the increased traffic for two reasons.

The increased ramp traffic creates a safety hazard at rush hours, because traffic waiting to exit at the toll-free ramps backs up on the high-speed lanes of the turnpike itself, Wallace said.

Second, while traffic measurably increased, revenues at the turnpike restaurant and gas concessions dropped nearly 10 percent in the nine-month period, he said.

"We can't understand why business is falling off at the concessions even though traffic has increased, unless the traffic is getting off and back on toll-free, and using the service stations and restaurants adjacent to the turnpike," Wallace said.

Turnpike officials are concerned about declining concession revenues because the turnpike gets a share of those revenues. The restaurant pays the turnpike a percentage of its gross income, $430,731 in the nine months ended June 30, 1976, but only $377,312 in the nine months ended June 30, 1977.

The service stations pay the turnpike 5.7 cents per gallon of gas sold, plus 12 percent of other sales. Service station sales went down, and so did the turnpike's revenues from the stations.

Meanwhile, as revenues decline, new costs are popping up. The turnpike has taken on added responsibilities to maintain Interstate 95 and has proposed taking over maintenance of Interstate 495.

"Until we took over I-95, it was a poorly maintained road, a hell of a rundown road, all the way to the Pennsylvania border," Wallace said. "We've restriped it, repaired and replaced guard rails, repaired expansion joints on the viaduct.

"We put a hell of a lot of money and a lot of effort in that road. and we hope it shows."

"These double-barreled roads are difficult and expensive to maintain," he said. "You could get around the expense by not maintaining them, but that's a foolish way to save money."

For the coming fiscal year, Wallace has proposed spending $750,000 and adding 14 men to turnpike maintenance crews to maintain I-495.

Additional appropriations from turnpike funds are earmarked for the Delaware Authority for Regional Transit, $1 million; the Delaware Authority for Specialized Transportation, $356,000; and various other transportation programs such as rail-freight operations, rail-commuter subsidies, airport safety, and transportation in Kent and Sussex counties.

The Delaware Transportation Authority hopes to allocate $2.5 million in turnpike funds to other areas that need subsidies, Wallace said.

All this means belt-tightening wherever possible for turnpike, he said.

Toll revenues, once held for up to 30 days in non-interest accounts, now earn interest from the day of deposit and provide additional revenue, Wallace said.

Two consultants have been dropped:

Coverdale and Colpitts, previously working on a $1,000 retainer plus additional payments for traffic studies, and an engineering consulting firm, Howard, Needles, Tammen and Bergendoff, which collected a $9,000 retainer plus another $75,000 in fees in 1975.

"Both of these firms are internationally recognized, and we will need them from time to time, but we can't afford to have them sitting around collecting $9,000 a year to tell us where and when to patch potholes," Wallace said.

The 1976 annual report for the turnpike cost $7,000 to prepare and print, but the state printing office did this year's for $190, Wallace said.

Evening Journal, Wilmington, Del., Friday, Nov. 25, 1977

Traffic on Delaware Turnpike Rises 25 Pct., But Toll Collections Drop

By NAN CLEMENTS

Delaware is taking a beating on its turnpike toll revenues, although use is up 25 percent and the tariff at the last remaining toll barrier has been increased.

For a variety of reasons—some as yet unexplained—more vehicles used the toll road in the nine months ending June 30 than ever before. The total came to 20 million. But the state's revenues declined by 4.6 percent, from $6.2 million to $5.9 million for the same period.

State Transportation Secretary George Jarvis and John B. Wallace, director of the Delaware Transportation Authority, which operates the turnpike, disagree on the losses from removing the tolls at ramps within Delaware.

Wallace said removing the tolls—primarily benefiting commuters—cost the state an estimated $1.5 million in gross toll revenues. Jarvis estimates the loss at $700,000.

Neither wants to reinstate the tolls. But neither denies that removing the tolls has cost the state some money, particularly since ramp traffic increased 45.6 percent in the same nine-month period.

"Removal of the ramp tolls . . . as expected, caused a reduction in the turnpike revenue, but was offset by an increase in the fee for vehicles at the main toll plaza, the only toll facility presently operating on the turnpike," states the turnpike's first annual report since the authority took over control of the toll road on Oct. 1, 1976, from the former Delaware Turnpike Administration.

But the traffic at the Maryland-Delaware line toll barrier increased only 2 percent.

Truckers are avoiding the state line toll barrier by using U.S. 40 and Delaware 896, Wallace said.

"We have to live with the truck situation,", he said. "It's like having three children and one of them being ugly—you have to live with it. We can't force trucks to go through the toll barrier."

Wallace said turnpike officials are asking their traffic engineering consultants, Coverdale and Colpitts of New York City, to take a look at the increased traffic for two reasons.

The increased ramp traffic creates a safety hazard at rush hours, because traffic waiting to exit at the toll-free ramps backs up on the high-speed lanes of the turnpike itself, Wallace said.

Second, while traffic measurably increased, revenues at the turnpike restaurant and gas concessions dropped nearly 10 percent in the nine-month period, he said.

"We can't understand why business is falling off at the concessions even though traffic has increased, unless the traffic is getting off and back on toll-free, and using the service stations and restaurants adjacent to the turnpike," Wallace said.

Turnpike officials are concerned about declining concession and replaced guard rails, repaired expansion joints on the viaduct."

"We put a hell of a lot of money and a lot of effort in that road, and we hope it shows," he said.

"These doble-barreled roads are difficult and expensive to maintain," he said. "You could get around the expense by not maintaining them, but that's a foolish way to save money."

Authorities disagree on revenue loss due to loss of ramp tolls

For the coming fiscal year, Wallace has proposed spending $750,000 and adding 14 men to turnpike maintenance crews to maintain I-495.

Additional appropriations from turnpike funds are earmarked for the Delaware Authority for Regional Transit, $1 million; the Delaware Authority for Specialized Transportation, $356,000; and various other transportation programs such as rail-freight operations, rail-commuter subsidies, airport safety, and transportation in Kent and Sussex counties.

The Delaware Transportation Authority hopes to allocate $2.5 million in turnpike funds to other areas that need subsidies, Wallace said.

All this means belt-tightening wherever possible for the turnpike, he said.

Toll revenues, once held for up to 30 days in non-interest accounts, now earn interest from the day of deposit and provide additional revenue, Wallace said.

Two consultants have been dropped:

Coverdale and Colpitts, previously working on a $1,000 retainer plus additional payments for traffic studies and an engineering consulting firm, Howard, Needles, Tammen and Bergendoff, which collected a $9,000 retainer plus another $75,000 in fees in 1975.

"Both of these firms are internationally recognized, and we will need them from time to time, but we can't afford to have them sitting around collecting $9,000 a year to tell us where and when to patch potholes," Wallace said.

The 1976 annual report for the turnpike cost $7,000 to prepare and print, but the state printing office did this year's for $190, Wallace said.

Sunday News Journal, Wilmington, Del., Jan. 29, 1978

State's 'golden goose' stops producing in '81

By NAN CLEMENTS

Delaware's golden goose has a limited life expectancy.

When the Delaware Turnpike's last bonds mature on July 1, 1981, the state will have to remove the toll barrier and come up with a replacement for the money that barrier is supplying to finance projects throughout the state.

Transportation Secretary George Jarvis said the state would be hard pressed to justify keeping the barrier operating once the bonds are paid off.

"If we continued to charge a toll to pay local expenses after paying off the bonds, we might be subject to legal action," Jarvis said.

"Suppose some guy from Maryland comes through and pays his toll, then says he's not supposed to be paying that toll to finance DART and build roads in Kent and Sussex counties," Jarvis said. "He could sue, and we wouldn't stand much chance of winning that suit."

Staff photo by Bill Ballenberg

Turnpike toll gate near the Maryland state line.

The larger toll roads — like the Pennsylvania Turnpike and New York State Thruway — traditionally remain toll roads because bonds are continuously issued to finance improvements for those roads. But the Delaware Turnpike is an exception.

"Sure, we could make the turnpike 20 lanes wide and float a bond issue to pay for it, and keep the tolls, but that would be rather stupid, wouldn't it?" Jarvis said.

The turnpike was reorganized and refinanced in September 1976, when $14.85 million in bonds were issued to pay off the road's remaining debt.

The reorganization also placed the 11.2 miles of toll road — and its revenues — under the control of the General Assembly. Legislators were quick to realize that, despite the million-dollar cost of reorganization, they had a golden goose laying about $3 million worth of excess funds per year.

After appropriating $4 million for principal and interest payments on the turnpike's debts, the Joint Finance Committee in 1976 turned its attention to divvying up the remaining estimated $3.8 million in turnpike revenues.

Under the original game plan, $2.2 million was allocated for turnpike operations and maintenance, to be spent partly on improvements for Interstate 95 and Interstate 295.

Money for turnpike and interstate operations and maintenance will have to come from the state's general fund when the tolls are removed, said John B. Wallace, director of the Delaware Transportation Authority, which administers the turnpike.

Another $186,916 was allocated for operating the authority. The Delaware Authority for Regional Transit (DART) got another million. Another $200,000 went to the Delaware Authority for Specialized Transportation (DAST). And another $125,000 was allocated for statewide transit planning, Kent and Sussex transportation and rail subsidies.

Then the General Assembly as a whole discovered the nest of golden eggs.

The state police were a little short, so the legislators decided they could have $230,000 from the turnpike revenues.

And the legislators decided the division of highways could use an extra million dollars.

Both the division and police allocations have been eliminated in the proposed budget for fiscal year 1979, but there's no guarantee the General Assembly won't find other uses for the money than those suggested.

The golden eggs became a little tarnished this year after the tolls were removed on the exit ramps in Delaware, causing a drop in revenues which was offset partially by an increase in tolls at the Maryland line barrier. Wallace is planning on having only $2.5 million in excess funds this year instead of last year's $3.8 million.

"We're the only state that operates a toll road primarily for the benefit of commuters," Jarvis said. "I suppose that technically we could be open to legal action on that basis alone."

But the present situation will change drastically after July 1, 1981, when the bonds are paid off. On that date, barring unforseen developments, the golden goose will die.

And all the money the turnpike is now supplying for all those allocations will have to come from elsewhere — probably from the taxpayers of Delaware through the state's general fund.

Sunday, January 29, 1978

Pass the salt

It could be a hangar for a flying saucer. Or a squat teepee. Or a paneled igloo.

What it is though, is a gigantic salt cellar for Interstae 95.

The building in question is the round, plywood-sheathed shed that rises like a mini-mountain near the Marsh Road exit.

Arthur W. Durnan, turnpike engineer, called it simply "a salt shed" and said it was built like an inverted cone because that was the least expensive sort of warehouse to be found.

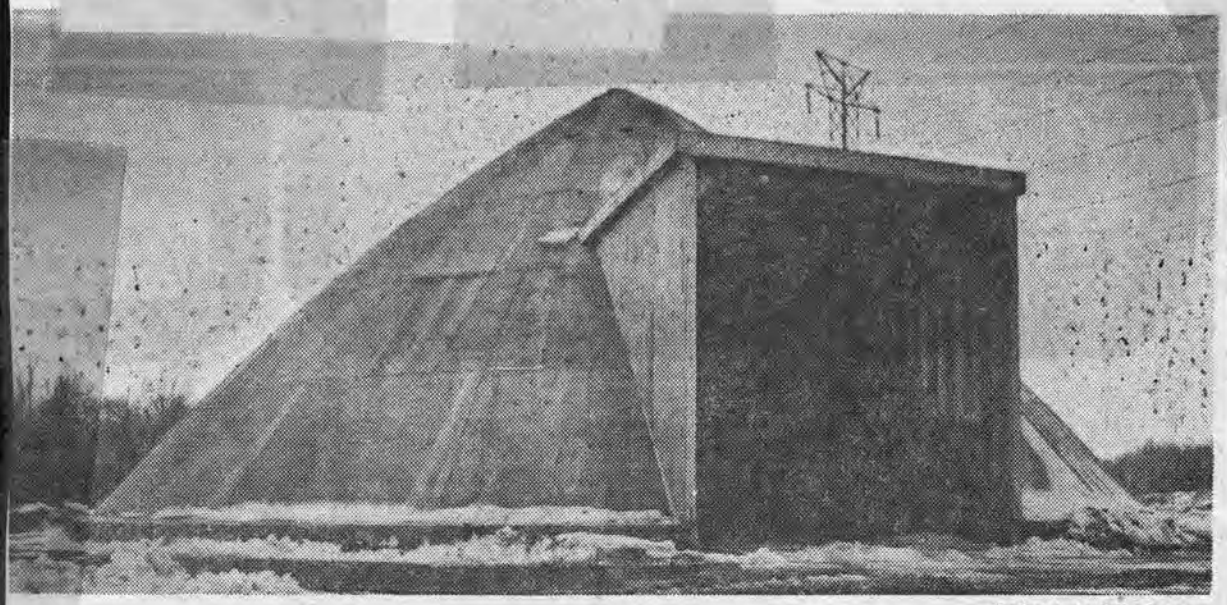
It's a prefabricated structure with plywood panels laid over wooden ribs. As soon as weather permits, the sheathing will be covered with brown asphalt shingles, Durnan said.

The warehouse is patented and built by a company in Canada, where snow is a specialty. It cost $45,000 and is the third being built in Delaware.

The shed is 61 feet in diameter and 30 feet high and, when filled, will contain about 500 tons of salt, about half of what the Turnpike Administration estimates will be needed to get through a winter.

Salt must be covered, Durnan said. Otherwise, it tends to melt in the rain and turn local streams and well water brackish.

Sunday News Journal, Wilmington, Del., Jan. 29, 1978



Staff photo by Bill Ballenberg

Snow cone

What's inside this cone-shaped building — salt — is designed to eliminate what's outside — snow. The salt is stored here until highway crews need it to clear roads. The building is along Interstate-95 at Marsh Road.

Feb. 12, 1978

Staff photo by Chuck McGowen

A snow fence that didn't help this time on a road near Summit. Snow filled the road, not the field, which is bare in parts on the right of the stretch of road here.

Are snow fences worth their cost?

By NAN CLEMENTS

Erection and removal of snow fencing — a method of snow control abandoned years ago in many states — will cost the Delaware Highway Division $90,000 this year.

"We like our snow fences," said Transportation Secretary George Jarvis. "We think they really help control drifting, particularly in Kent and Sussex counties. We'd have more if we had the money and men to keep them in place."

The $88,439 spent to put up and take down 426,595 feet of snow fencing — that's 81 miles of it — comes out of the division's maintenance budget, and the men who do the work would have been paid anyway, said Jarvis. Most of the snow fencing is erected in Kent and Sussex counties, which have more open space and drifting, and placed where property owners allow them, he said.

"Putting up a snow fence is like putting in a drainpipe or cleaning out a catch-basin," he said. "It's part of normal maintenance work."

Gary A. Homewood, chief of maintenance for the division, said there are a number of ways to look at snow fencing and differences of opinion on its value.

"A lot of the fences fell down during the first storm and we didn't get back to put them up before the second storm came along," said Homewood. "Where the fences fell, we got drifts, and the lack of fencing was blamed for the drifts.

"You can argue it two ways," he continued. "If you go back and put up the fence and it snows, then you're right. If you don't put up the fence and it doesn't snow, you're right. But if you don't put up the fence and it snows, you're wrong."

Jarvis said there's another possibility for being wrong.

"If you erect the fences for a wind coming from one direction and it comes from the opposite direction, then the snow backs up on the wrong side of the fence and blocks the road," said Jarvis.

For those reasons — and the cost involved — a growing number of highway departments have abandoned snow fences.

Homewood was touring the Chester County, Pa., maintenance garage several years ago when he spotted a large field full of piled-up snow fencing.

"They abandoned it and were selling all the fencing because it wasn't cost-effective," Homewood said.

Bill Allen, district engineer for the Maryland Department of Transportation in Kent County, Md., said he likes snow fencing and Kent County uses some, but it hasn'tbeen used along state roads in Maryland for more than a decade.

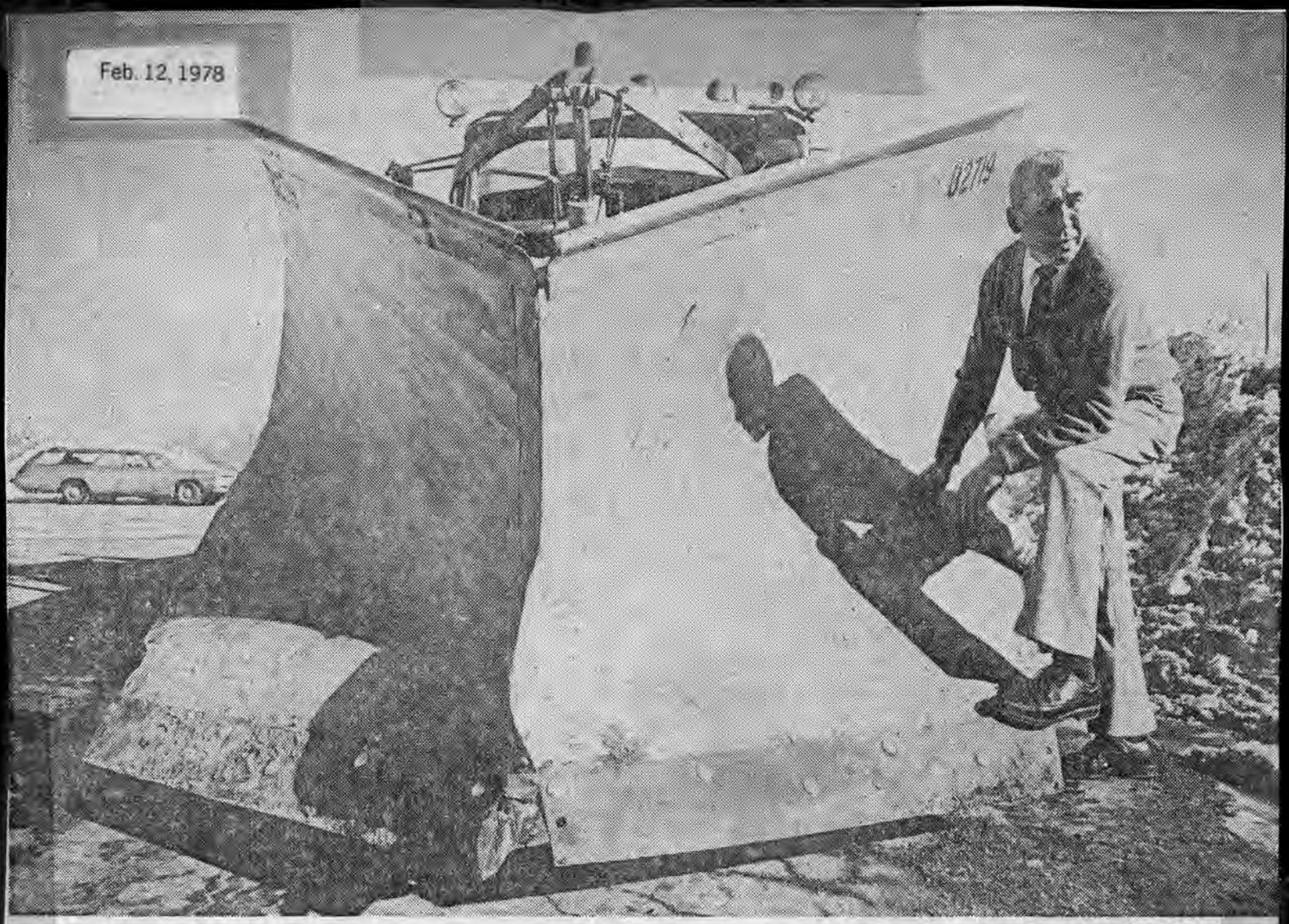
"We haven't had a storm in the last eight or 10 years which would justify the cost of snow fences," Allen said. "It costs more to put them up, take them down and repair them than it does to plow. Only a storm like last week's justifies the cost of using them."

And Onondaga County, N.Y., which surrounds Syracuse, stopped using snow fencing 15 years ago in an area where winds howling across Lake Ontario turn the majority of snowfalls into near-blizzards with deep drifts.

"Snow fences have some benefits, but the cost isn't worth it," said Frank Kishman of the Onondaga County Highway Department. "The fences blow down, fall down, rot, get knocked over by farm animals, covered by snow, you name it.

"We went to a program of leveling the land in areas where drifts were a continuing problem," Kishman said. "When you have a road in a depression between two shoulders, the road acts like a snow fence, catching the blowing snow and building it into a drift.

Feb. 12, 1978



Staff photos by Fred Comegys

State's snowplows old and worn out

Joe Vattilana (above), a highway equipment supervisor, leans on a broken snowplow blade. Thomas Wollaston (below) welds another blade.

By NAN CLEMENTS

Two heavy snowstorms back-to-back have revealed serious flaws in Delaware's snow-removal system, raising the question of whether a system even exists.

State transportation officials say they did the best they could with what they had. But what they have isn't much.

Worn-out equipment, insufficient and overworked personnel and lack of priorities plagued the statewide snow-clearance effort and kept crews digging out for six days.

Compliments flew right and left on the condition of Interstate 95 and the Delaware Turnpike, which were clear and passable soon after the snow stopped.

But the Delaware Turnpike spends $2.5 million yearly to maintain the 25 miles of I-95 and the turnpike, while the state highway division gets only $3.5 million to maintain more than 4,000 miles of road.

Both maintenance figures include snow removal, which in most years represents a small portion of total maintenance costs. Before last week's storm, the state highway division had spent $370,000 to clear snow, or about 10 percent of its maintenance budget.

Bill Allen, district engineer for the Maryland Department of Transportation in Kent County, Md., said efficient snow removal takes cooperation.

"Everyone has to work as a team," Allen said. "We have good equipment, good mechanics and good men not afraid to work, and we get the job done fast."

Kent County crews began plowing about midnight Sunday, about two hours after Delaware crews started. Roads in Kent County, Md., were clear and schools open Wednesday, while Delaware continued digging out through yesterday, when some roads had not yet felt the first bite of a plow.

Delaware has good men and good mechanics, but not enough of them, said Transportation Secretary George Jarvis. Allen has 27 pieces of equipment and 50 operators. New Castle County has 55 pieces of snow removal equipment and 40 operators, Jarvis said.

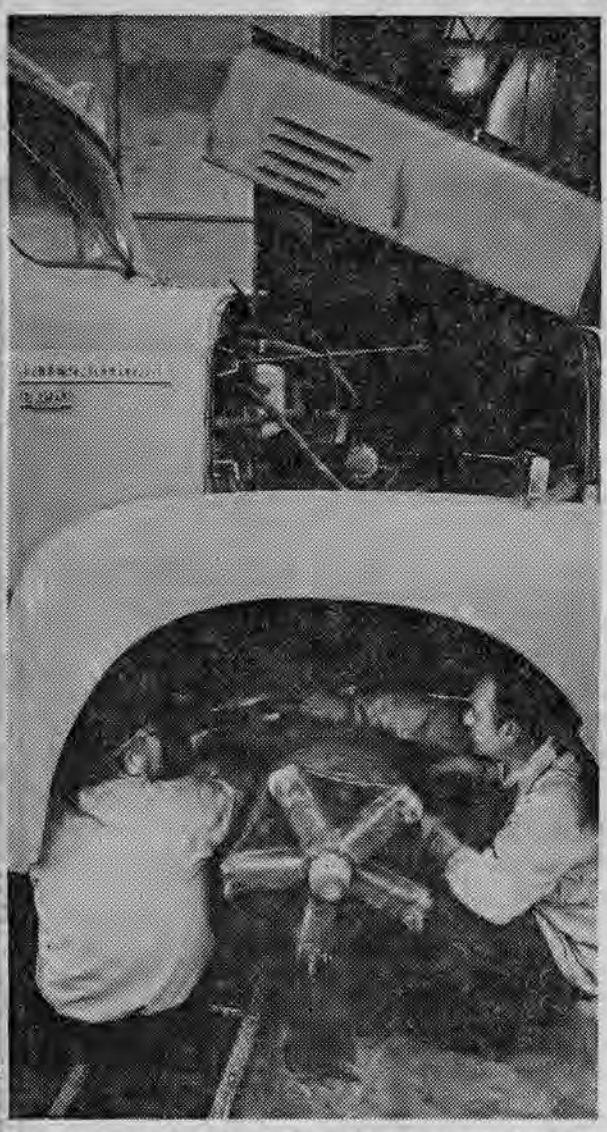
"You can't plow snow if you don't have the equipment," said Joseph Berndt, commissioner of highways for Onondaga County, N.Y., the county which surrounds Syracuse.

Berndt and his department are experts in handling snow by any measure, and their county police agree they do an excellent job.

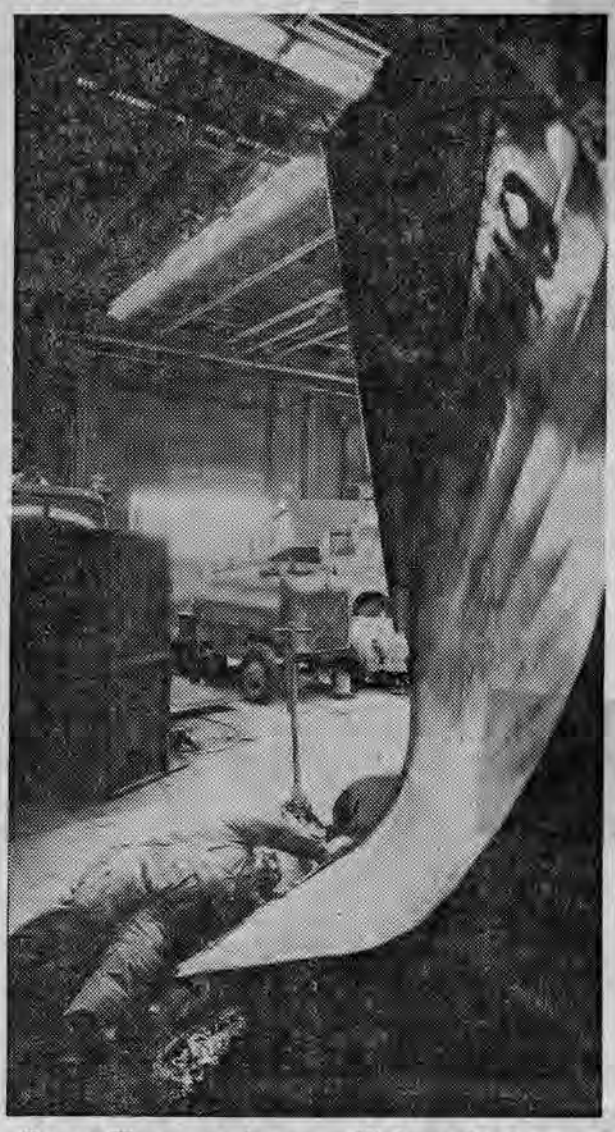
See SNOW—Page A-16

Staff photos by Fred Comegys

Closeup shows effects of salt erosion on truck body.



Bruno Budialek and Francis Gonzon change a spring on an old truck.



Casey Thorp works on a Walters V-plow on a 1957 truck at the shop.

Snow removal —

Continued from A-1

"We're always open and roads are passable in 24 hours," said a spokesman for the Onondaga County sheriff's department. "The last time we had a problem was with the blizzard of 1966, and it took me an hour and a half to get home that night instead of the usual 15 minutes."

The blizzard of 1966 came in a month with a total snowfall of 71 inches in Syracuse, 24.5 inches of that being dumped in a 24-hour period, according to a spokesman for the National Climatic Center in Asheville, N.C.

His snow-removal program takes manpower — 280 men — and operating money — $2.5 million per year — and equipment. He has 24 graders which cost $90,000 each, 35 sander-plows at $50,000 each, 57 four-wheel drive V-plows at $75,000 each and seven rotary plows which cost between $65,000 and $100,000 each, plus other equipment.

"If we had 30 trucks in New Castle County less than two years old, we could do the work of the 55 pieces in half the time," Jarvis said. Of those 55 pieces, 14 broke down completely in the first storm and nine in the second, victims of motor, clutch and transmission failure or a combination of the three.

The division has another 65 pieces of snow-clearing equipment in Kent County and 75 pieces in Sussex County, most of which survived the second storm. All but four of those pieces of equipment are used year-round by the division.

But 68 of the division's trucks were purchased before 1959. And another 189 trucks were purchased between 1959 and 1969, Jarvis said, noting that 76 percent of the division's equipment was bought before 1969.

The division's one snowblower capable of clearing roads hasn't worked for two years, he said.

The newest truck is two years old, and it was purchased second-hand from the turnpike. "We didn't buy any trucks last year because we had no money when the capital improvement bill wasn't passed by the General Assembly," Jarvis said.

But Jarvis is wondering if he has a system, and has asked all division employees concerned with snow removal to review the experience of the last two weeks and come up with improvements at the least, a new system at the most.

"Whatever we're doing, it just isn't working," Jarvis said. "We have too many holes in the program, too many places where the job isn't getting done, and we can't blame it all on equipment."

"You can have the best equipment in the world, but it's worthless if it isn't directed properly," Jarvis said. "That's our next step, to see how we can direct what we have better to do a better job — and determine what kind of a job we should be doing in this area."

Fiscal unit again angles to siphon turnpike funds

By NAN CLEMENTS

Members of the General Assembly Joint Finance Committee yesterday spent four hours preparing to again pluck the state's golden goose — revenues from the Delaware Turnpike.

John B. Wallace, director of the turnpike's parent, the Delaware Transportation Authority, was led line-by-line through his suggested appropriations for fiscal 1979 as the legislators probed for excess funds to appropriate elsewhere on their pet projects.

Wallace and Rep. Orlando J. George Jr., D-Wilmington, the committee chairman, locked horns less than five minutes into Wallace's presentation over the question of an appropriation for the Delaware State Police.

Last year, the General Assembly took $230,000 in turnpike revenues and allocated the money to the state police for the special services they perform in patrolling the turnpike. That allocation was scrapped this year by Wallace and his staff, but it may be back.

"Where's the money for the state police?" George asked.

"We've allocated that money elsewhere," Wallace replied. "I don't know where we'd take it from to restore the state police allocation."

"I have a few ideas on that," George said.

"If we give it to the state police, then we have to take it from other allocations," Wallace said. "And besides, our revenues are down $600,000 this year, so we don't have as much. The state police needed seven additional officers and a building when a troop was assigned to the turnpike, but they don't have that overhead any more."

"They still patrol that turnpike a lot more than the other roads," George said.

Wallace was quizzed closely on his turnpike maintenance budget, subsidies for the Delaware Aurhority for Regional Transit (DART) and the Southeastern Pennsylvania Transportation Authority (SEPTA), allocations for senior citizen taxi service and capital improvements for railroads.

When the railroads improvements came up, Wallace said he'd like "to discuss the next five items together, since they're all related."

"Oh, no, we don't," George said. "I want to take these items one by one and see where the fat is."

But the heaviest questioning came on the turnpike's maintenance budget.

"What's included in this $3.2 million for maintenance?" George asked. "What kind of salaries are you paying these guys? Are you adding people?"

Wallace said turnpike employees are paid state merit system salaries. The budget includes an additional 14 people for maintenance work on Interstate 495, which is coming under turnpike operations in July, he said. "That's an ideal number of people," he said.

"There's not too many ideal situations in the state," said Sen. Herman M. Holloway Sr., D-Wilmington. "I can't see creating an ideal situation in the face of all the other state needs."

Wallace agreed to present a line item budget request for turnpike maintenance.

One light moment came during consideration of the turnpike's $10.4 million in revenues when George questioned a $25,000 allocation for an elevator for DART.

"When the new DART building was built, we didn't have enough money for an elevator," Wallace said. "We built the shaft, but we don't have an elevator in it."

"All right, I guess that's okay," George said. "Just as long as they're not asking for the shaft. We have too many people saying we give them the shaft."

MORNING NEWS 3/8/78

Psst! You wanna buy a 20-ton umbrella?

By NAN CLEMENTS

"Wanna buy a toll canopy? Call Delaware Turnpike," reads the headline.

"They're not exactly selling like hotcakes," said Arthur W. Dernan, the turnpike engineer who's willing to try anything — even a short story in Tollways, the newsletter published by the International Bridge, Tunnel and Turnpike Association — to sell seven more-than-slightly-used toll booth canopies which became excess equipment when ramp tolls were discontinued Oct. 1, 1976.

Dernan's beginning to think of the canopies — still standing next to the exit ramps — as white elephants. "These aren't the toll booths," Dernan said. "We can use the booths ourselves to replace others which get damaged, and we could sell booths anytime. These are the canopies over the booths."

The turnpike to date hasn't even been able to give away the canopies. "We loaned one to the Delaware Memorial Bridge, but they brought it back," Dernan said.

"The only ones who can use them are turnpikes, and there's not too many of them around," Dernan said.

TOLLWAYS

INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

SUITE 307
1225 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

RECEIVED
FEB 27 1978
DELAWARE TURNPIKE

February, 1978

Wanna Buy a Toll Canopy? Call Delaware Turnpike

The Delaware Turnpike, IBTTA Active Member, removed the tolls from its remote exit ramps on October 1, 1976, and now is in the process of removing the toll canopies themselves.

Any facility interested in purchasing the dismantled toll canopies should contact Arthur W. Dernan, Turnpike Engineer, John F. Kennedy Memorial Highway, c/o Delaware Dept. of Transportation, Newark, Delaware 19711, or call 302-368-6860, for more detailed information.

Projects pave way for long 2 years

By NAN CLEMENTS

Delaware Transportation Secretary George Jarvis yesterday predicted at least two years of inconvenience and frustration for motorists because of major road projects in New Castle County.

"We have no other alternatives, because people want their roads fixed," Jarvis said at a morning press conference. "But we'll try to keep people informed about what's going on."

Jarvis apologized for the foul-up surrounding the one-lane restriction on Interstate 95, which went into effect June 1, then announced the highway division will pave and strengthen the road's shoulders so two-lane traffic can be maintained in both directions during the three-year widening and construction project. The work is being done between Maryland Avenue and the Newport interchange.

He said the division hopes to open part of the Delaware 141 viaduct through Newport by Aug. 1 to ease traffic congestion there.

Jarvis also outlined four other projects: outside lane improvements on Concord Pike, slab replacement on I-95 north of Concord Pike, and deck replacements for the J.H. Tyler McConnell Bridge on Delaware 41 and the Windy Hills Bridge on the Kirkwood Highway. Those projects disrupt county traffic patterns during the next two summers.

Jarvis said the I-95 one-lane restriction south of Maryland Avenue was greeted by howls of protest from drivers.

"We had no excuse for shutting down one lane without warning," he said. "We had an internal failure to communicate. From now on, there will be no major shutdowns unless I approve them, and the public will have plenty of warning."

Jarvis said he and his staff are concerned about the safety aspect of maintaining two lanes of traffic on I-95, but he is asking William J. O'Rourke, secretary of the Department of Public Safety, to increase Delaware State Police patrols during the construction period.

"We're also going to cut the speed limit on that section to 35 miles an hour" from the present 50 miles an hour, "and that should help," he added.

The I-95 project includes construction of another ramp from Interstate 495 into Newport, adding more lanes to both I-95 and I-495, plus construction

See ROUGH—Page 2, Col. 5

The Morning News

A Gannett newspaper, Wilmington, Del., Tuesday, June 13, 1978 Vol. 195, No. 112 • 20 cents

weather

Chance of showers this morning, becoming sunny, breezy and cooler this afternoon, high today in the 70s. Fair and cool tonight, low in the mid 50s. For details, see Page 11.

Rough road seen for Del. motorists

Continued from Page One

work on the Wilmington viaduct and Wilmington Boulevard. "We'll have a safer road when we're done," he said.

Jarvis said opening the Delaware 141 viaduct through Newport will eliminate a bottleneck which has existed for several years.

"We want to open it for at least one lane of traffic in both directions, and that will enable traffic to move from near Boxwood Road to Old Airport Road with just one traffic light," he said.

Opening the viaduct has been delayed by complaints from businesses along Airport Road in Newport, because previous proposals by the division would have restricted access to those businesses, Jarvis said.

"We now think we've provided them with reasonable access," he said. "The businessmen are still a bit upset, but we think they can live with this."

Jarvis said a ramp from I-95 into Newport, closed for several years because of Delaware 141 construction, also will open by Aug. 1.

Jarvis predicted "a great deal of inconvenience" with slowdowns and lane closings connected with the rebuilding of the outside lanes in both directions on Concord Pike between Murphy and Silverside roads.

The contract has been awarded to the low bidder, Eastern States Construction Co. Inc. of 405 S. Du Pont Road, Elsmere, at $284,632, but work won't begin until after July 4, Jarvis said.

The division also is trying to figure out how to repair asphalt slabs abutting concrete bridges on I-95, north of Concord Pike, with the least amount of traffic disruption, Jarvis said.

"We can shut both directions down to one lane for 90 days or shut down one lane to work on it, but the work has to be done," he said. "These slabs are settling, and they are a safety and noise hazard."

"There will be shutdowns, but we will warn everybody well in advance," Jarvis said.

Work probably will start in March on both the McConnell and Windy Hills bridges, he said.

The McConnell bridge deck "has to come off and be replaced, and the bridge will be shut down for at least six months," he said.

He said the Windy Hills bridge needs a new deck, too, but the division will try to maintain one-lane traffic on the bridge while the work is done. "There are no decent alternatives," he said. If we close that bridge, people will have to go via the Great Lakes to get to Newark."

Work on both bridges depends on getting money from the capital improvements bond bill now pending before the General Assembly, he said. And the division has requested money for widening the Cranston Heights bridge, improvements to the Elsmere overpass and the bridge on U.S. 13 over Appoquinimink Creek.

All of those projects will be started next year if the money is approved, Jarvis said.

He said the division is working on a way to speed up replacement of the Augustine Bridge over the Brandywine, but that project won't be started for at least a year.

The turnpike is 15 and still growing

By NAN CLEMENTS

When the Delaware Turnpike opened 15 years ago Tuesday as the ultimate road, everyone thought it could handle any and all traffic directed its way.

Officials expected to sit back, patch a few cracks and potholes once in a while, remove light snows in the winter and watch the toll money roll in.

Things didn't quite work out that way. Before the road was a year old, traffic was running 6,000 vehicles a month ahead of predictions.

Then the second Delawre Memorial Bridge was built, bringing still more traffic.

Less than three years after its 1963 opening, officials decided a third lane in both directions was needed, and began planning for the expansion, which was completed in the early '70s.

Wags insist that the 11.2-mile turnpike, with its eight interchanges, eventually will become the longest exit in the country's interstate highway system. There is a modicum of truth in the joke—the turnpike's history has been one of continuing construction, redesign and reconstruction as the roads and facilities around it change.

The end is nowhere in sight.

The interchange with Delaware 7 is under construction because of development taking place and planned in the area — Christiana Mall, a new hospital and expansion of Delaware Technical and Community College.

Turnpike officials are talking about widening a portion of the highway, from the Farnhurst interchange to Delaware 896, to four lanes in each direction because of increased traffic.

A committee, assigned by Gov. Pierre S. du Pont IV to review the possibilities for a new north-south highway to relieve U.S. 13 traffic, is considering a recommendation to build that road as an extension of the turnpike. The concept of a new super highway linking Newark and Frederica via Woodside has been on the drawing boards since the turnpike was built, and its resurrection is no surprise.

But turnpike revenues, running about $10 million in excess of expenses per year at present, would no longer be available for financing public transit, transportation for the handicapped and other related activities in Delaware. Those funds would have to be used to help finance the north-south route construction if it's built as a toll road.

The turnpike, built as an almost uncluttered straight line from the Delaware Memorial Bridge to the Maryland border west of Newark, now has intersections wrapped around it at close intervals, and looks like a plate of engineered spaghetti from the air.

■ ■ ■

On Nov. 14, 1963, President John F. Kennedy stood on a patch of freshly placed sod at the Mason-Dixon Line near Newark and formally dedicated the Northeast Expressway linking the Delaware Memorial Bridge with the Baltimore Harbor Tunnel.

The new $30-million road was to trim two and a half miles and 22 minutes from the trip between the two points for motorists willing to pay the tolls.

Ignoring the fact that the road had been built as a toll facility without federal funds, Kennedy praised Maryland and Delaware for working with the federal government and getting the road built five years ahead of schedule.

Eight days later, no one remembered Kennedy's erroneous statement. The president was dead in Dallas, and his fellow dedicators—Govs. Elbert N. Carvel of Delaware and J. Millard Tawes of Maryland—were proposing that the expressway be renamed in Kennedy's memory.

The Carvel-Tawes proposal to call the road the John F. Kennedy Memorial Highway met with no opposition, and the name stuck for several years, until the General Assembly, in a rare attempt to be specific, decided to change the name officially to the Delaware Section of the John F. Kennedy Memorial Highway.

As the memory of Kennedy's visit has dimmed with the years,

See TURNPIKE—F-7

Cutting ribbon at dedication of Delaware Turnpike Nov. 14, 1963, were (from right) Maryland Gov. Millard J. Tawes, President John F. Kennedy and Delaware Gov. Elbert N. Carvel. Watching (at left) was N. Maxon Terry of Dover, chairman of the old State Highway Commission. Eight days later Kennedy was assassinated. The other three are still alive. Carvel is now 68, Terry 74 and Tawes 84.

Turnpike's 15

Continued from F-1

the highway's name has also evolved into the present Delaware Turnpike — or, simply, Interstate 95.

Naming the turnpike was one of the few major decisions in the road's evolution which didn't produce controversy.

C.J. Langenfelder & Son Inc. of Baltimore, primary contractor for the road's construction, drew fire when one of the firm's contracts was increased by more than $1 million without competitive bidding by the old Interstate Highway Commission, which then controlled both the Delaware Memorial Bridge and the turnpike construction.

Howard, Needles, Tammen & Bergendoff, consulting engineers and inspectors for the turnpike, were investigated in 1973 by Ralph F. Keil, then U.S. attorney for Delaware, who felt the firm collected far too much money for services performed. No indictments resulted, and the invesitgation was eventually dropped.

Bids were opened for the third lane construction work — and then the work was rebid, bringing complaints from Greggo & Ferrara Inc. of New Castle, low bidder in the first round. The job went to the second round low bidder, James Julian Inc. of Elsmere.

Five months before the dedication, 15 years ago, General Assembly Republicans sniped at the turnpike, calling it "the longest interstate dirt road in history" and describing the median as a swamp. But they did, after more bickering, go along with approval of state funds to link the turnpike with the bridge.

Wilmington Democrats screamed in 1963 when New Castle County Sheriff Frederick Klair, a Republican, was named turnpike superintendent with control over 29 patronage jobs.

Carvel's dream of a truck stop on the highway was an off-again, on-again proposition for more than a decade, with bids opened several times, until Maryland finally opened a truck stop three years ago, about 100 yards west of the Delaware border.

Even an emergency telephone system was no simple matter. The turnpike spent $226,000 in 1972 for the system, then finally sued the installer because the phone never worked properly. The phones were disconnected in December 1975, and the resolution of the suit is still pending.

Turnpike management also has traveled a rocky road. The ultimate authority for operating the turnpike has shifted from the old Interstate Highway Commission (which eventually became the Delaware River and Bay Authority) to the state Department of Highways to the Department of Highways and Transportation to the Department of Transportation to the Delaware Transportation Authority.

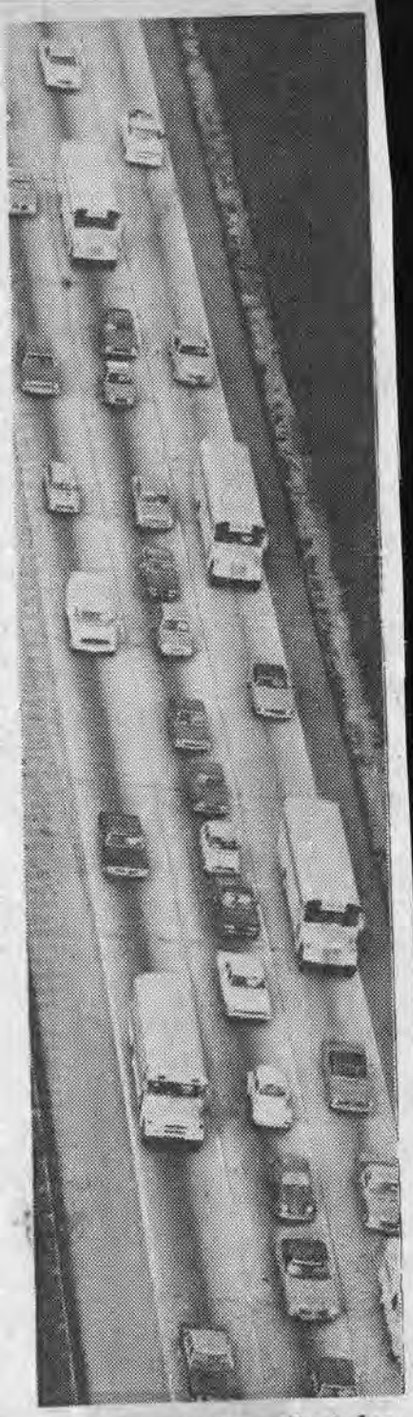
And the turnpike is one of the few operations in the state which, for a time, had two managers. Charles A. Rutter, a retired mathematics teacher, was the first manager. He was dismissed in September 1969 and replaced by Earle M. Davis.

Davis was later fired, but won his job back in December 1975 after a 13-month court battle. Meanwhile, Harold T. Bockman had been hired to replace Davis, and the turnpike technically had two managers for 10 months until Davis left.

Both are now retired, and Wilmington Republican Basil R. Battaglia now holds the job under a new title — chief of turnpikes.

The controversy which affected the public the most was the one which develped over toll booths fed by local traffic. Their removal — after years of bickering and political maneuvering — left Delaware as the only state operating a toll road which is free to the majority of its users, local commuters.

As early as 1969, turnpike officials knew that one out of three trips on the highway was local. That number has mushroomed to more than half in the last two years since the toll booths were removed on Delaware ramps.



The Delaware Turnpike today.

Scant months after the turnpike service area opened in February 1964, Newark area commuters learned that the toll could be avoided by making a U-turn through the restaurant parking lot to a toll-free ramp. State police discovered the dodge, and arrests began.

An honor system was tried, with envelopes provided at interchanges for motorists lacking change, but it proved only that commuters weren't very honorable.

The honor system was abolished and arrests increased, amid complaints from commuters who objected loudly to paying a $5 fine for avoiding a 10-cent toll. The battle to remove the booths was joined.

Finally, in 1976, legislation was enacted to remove the local tolls, and the coin collection equipment was removed. A toll booth remains at the Maryland border.

But the arguing wasn't over.

During the election campaign following the removal of the tolls, Sen. Everette Hale, R-Fairfield, and Rep. Gerard A. Cain, D-Sherwood Forest, both claimed credit for giving the commuters a free ride.

Jarvis says use of pike monies taking its toll

By NAN CLEMENTS

The Delaware Turnpike can no longer be considered a "golden goose," Transportation Secretary George Jarvis insisted yesterday.

State officials, facing a technical default on turnpike bonds because maintenance money wasn't appropriated this year in accordance with the bond covenant, say millions of dollars collected at the toll plaza on the Maryland state line can no longer be distributed whimsically to finance everything from extra state policemen to pothole repairs.

"The General Assembly needs to stop looking at this turnpike as a golden goose and see it as a means of providing essential transportation services in New Castle County," said Jarvis. "They have to stop playing around with this money."

Banking officials aren't worried about the default.

"We have money in escrow to pay off the bonds, so we can see no default of any kind affecting the bondholders," said William H. Kent, vice president in charge of the trust department at Bank of Delaware, the trustee which pays principal and interest to turnpike bondholders.

"There's no problem as far as we're concerned," said john M. Smiley, trust officer at Wilmington Trust Co., fiscal agent for the turnpike. "Unless there's a shortage of money, we're not concerned," he said.

But John B. Wallace is worried.

"Our bond counsel says we have violated the convenants by shuffling money into other areas," said Wallace, director of the Delaware Transportation Authority, the turnpike. "If the reserve maintenance and improvements funds don't receive adequate appropriations for fiscal 1980, we will have to defer some badly needed work.

"For example, the gas tanks at the plaza are leaking, and our agreement with the operator requires that we keep them in good repair, but the money simply isn't available this year," Wallace said.

Since turnpike operations were reorganized and refinanced in 1976, excess revenues have been budgeted for a variety of transportation-related projects in Delaware. Once bond repayments, turnpike operations and maintenance costs are covered, the remainder of revenues—estimated at $10.5 million in fiscal 1979 and $9.6 million in fiscal 1980—are allocated by Wallace and his staff for other projects.

But those allocations invariably are changed when they reach the General Assembly and its Joint Finance Committee. Sometimes those reallocations are drastic.

The bond convenants specify that money must be allocated annually for the reserve maintenance and improvement funds, but do not specify an amount. The amount is left to the discretion of turnpike officials and based on what they feel is needed Wallace said.

The two funds received what was requested in fiscal 1977 and fiscal 1978, Wallace said. The reserve maintenance fund collected $350,000 in 1977 and $980,000 in 1978, while $2,672,000 went into the improvement fund in 1977 and $500,000 in 1978, he said.

But the General Assembly treated the turnpike revenues as "a grab bag" for the current fiscal year, Jarvis said.

Wallace asked for $400,000 for the reserve maintenance fund this year and got $50,000. He requested $800,000 be set aside for the improvement fund, and got nothing.

And the Generaly Assembly appropriated "$475,000 more than I said we were going to make from the turnpike," Wallace said.

That $475,000, plus the $800,000 for the improvement fund and $350,000 of the $400,000 earmarked for the reserve maintenance fund became a $1,725,000 gift—unasked and originally unallocated—to the state highway division for maintenance work on other roads, Wallace said.

Wallace has requested $380,000 for the reserve maintenance fund had a balance of $1.2 million on July 1, and $105,000 has been paid out to date, Wallace said. Another $907,000 in projects are planned for the current fiscal year, which will leave a balance of $196.000 on June 30.

Wallace said $100,000 has to be reserved for self-insurance, and $475,000 worth of projects have been determined necessary for fiscal 1980. If the $380,000 isn't allocated, the fund will run out of money before the end of fiscal 1980, he said.

"As a result of not appropriating money to those funds last year, projects had to be readjusted, deferred and cancelled," Wallace said. "We now have a new line-up of projects, but if they aren't funded, we feel we will be breaking faith with the bondholders and violating our covents," he said.

Turnpike No 'Golden Goose,' Jarvis Says

By NAN CLEMENTS

The Delaware Turnpike can no longer be considered a "golden goose," says Transportation Secretary George Jarvis.

State officials, facing a technical default on turnpike bonds because maintenance money wasn't appropriated this year in accordance with the bond covenant, say millions of dollars collected at the toll plaza at the Maryland state line can no longer be distributed whimsically to finance everything from extra state policemen to pothole repairs.

"The General Assembly needs

Jarvis Stepping Down — Page 2

to stop looking at this turnpike as a golden goose and see it as a means of providing essential transportation services in New Castle County," said Jarvis. "They have to stop playing around with this money."

Banking officials aren't worried about the default.

"We have money in escrow to pay off the bonds, so we can see no default of any kind affecting the bondholders," said William H. Kent, vice president in charge of the trust department at Bank of Delaware, the trustee which pays principal and interest to turnpike bondholders.

"There's no problem as far as we're concerned," said John M. Smiley, trust officer at Wilmington Trust Co., fiscal agent for the turnpike. "Unless there's a shortage of money, we're not concerned," he said.

But John B. Wallace is worried.

"Our bond counsel says we have violated the covenants by shuffling money into other areas," said Wallace, director of the Delaware Transportation Authority, which oversees the turnpike. "If the reserve maintenance and improvements funds don't receive adequate appropriations for fiscal 1980, we will have to defer some badly needed work.

"For example, the gas tanks at the plaza are leaking, and our agreement with the operator requires that we keep them in good repair, but the money simply isn't available this year," Wallace said.

"Besides, it would be embarrassing to say the least if we were challenged on this default," he said.

Since the turnpike was reorganized and refinanced in 1976, excess revenues have been budgeted for a variety of transportation-related projects in Delaware. Once bond repayments, turnpike operations and maintenance costs are covered, the remainder of revenues — estimated at $10.5 million in fiscal 1979 and $9.6 million in fiscal 1980 — are allocated by Wallace and his staff for other projects.

But those allocations invariably are changed when they reach the

See SOME—Page 3, Col. 4

Evening Journal 11/14/78

Some Pike Funds Went to Fix Other Roads

Continued from Page One

General Assembly and its Joint Finance Committee. Sometimes those reallocations are drastic.

The bond covenants specify that money must be allocated annually for the reserve maintenance and improvement funds, but do not specify an amount. The amount is left to the discretion of turnpike officials and based on what they feel is needed, Wallace said.

The two funds received what was requested in fiscal 1977 and fiscal 1978, Wallace said. The reserve maintenance fund collected $350,000 in 1977 and $980,000 in 1978, while $2,672,000 went into the improvement fund in 1977 and $500,000 in 1978, he said.

But the General Assembly treated the turnpike revenues as "a grab bag" for the current fiscal year, Jarvis said.

Wallace asked for $400,000 for the reserve maintenance fund this year and got $50,000. He requested $800,000 be set aside for the improvement fund, and got nothing.

And the General Assembly appropriated "$475,000 more than I said we were going to make from the turnpike," Wallace said. "I tried to explain that we don't make as much money every year as our bonds are paid off, because the escrow account decreases and the amount of interest it earns also decreases," he said.

That $475,000, plus the $800,000 for the improvement fund and $350,000 of the $400,000 earmarked for the reserve maintenance fund became a $1,725,000 gift — unasked and originally unallocated — to the state highway division for maintenance work on other roads, Wallace said.

Wallace has requested $380,000 for the reserve maintenance fund and $350,000 for the improvement fund for fiscal 1980, barely enough to keep those funds alive.

The reserve maintenance fund had a balance of $1.2 million on July 1, and $105,000 has been paid out to date, Wallace said. Another $907,000 in projects are planned for the current fiscal year, which will leave a balance of $196,000 on June 30.

Wallace said $100,000 has to be reserved for self-insurance, and $475,000 worth of projects have been determined necessary for fiscal 1980. If the $380,000 isn't allocated, the fund will run out of money before the end of fiscal 1980, he said.

"As a result of not appropriating money to those funds last year, projects had to be readjusted, deferred and cancelled," Wallace said. "We now have a new line-up of projects, but if they aren't funded, we feel we will be breaking faith with the bondholders and violating our covenants," he said.

Jarvis appreciates the money allocated for road work, but feels it's an inappropriate use of turnpike funds.

"We have gas taxes for road repairs going into the state's general fund, and that money should be used for non-toll roads," Jarvis said. "The interstates are falling apart, and we're fortunate in having a source of funds to keep ours in good shape," he said.

"It's critical to maintain these roads in Delaware," Jarvis said. "It's a matter of common sense to keep a good road in good shape, regardless of what the covenants say."

Jarvis Quits His Post As Transportation Boss

Transportation Secretary George Jarvis this morning submitted his resignation as a cabinet secretary to Gov. Pierre S. Du Pont IV.

Jarvis said he would leave his post Dec. 31 to return to work with the Du Pont Co. in a marketing job, "and I will be located in Wilmington, I presume." Jarvis took a two-year leave of absence from Du Pont to take the cabinet post.

"In my own and my family's best interest, I weighed the possibility of staying for another two years, and decided this was the best decision. I did not want to give up a 25-year career," said Jarvis, who is paid $34,100 by the state.

Jarvis, 51, a former legislator, said he did not seek an extension of his leave of absence. No replacement has been chosen.

Evening Journal 11/14/78

Opinion

Guard proceeds of the pike

Delaware should heed the warnings just voiced about careless use of the money generated at the toll booth of the state's little turnpike.

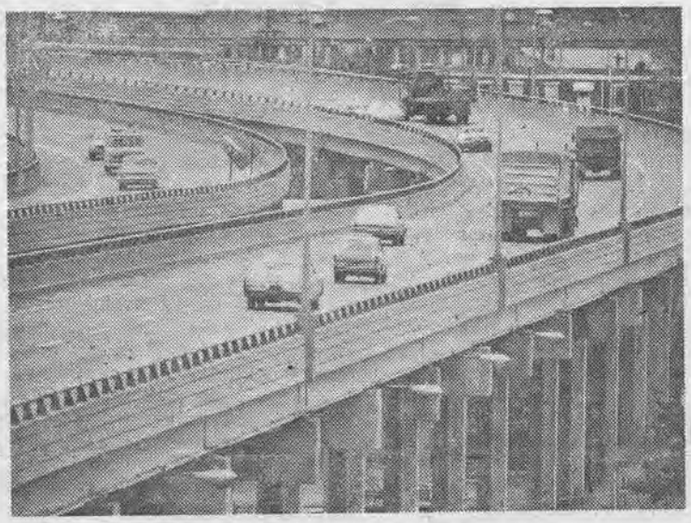
The state of course should heed any admonition about thrift, but the turnpike is a special case.

The warnings were voiced by Secretary of Transportation George Jarvis and by John B. Wallace, director of the Delaware Transportation Authority whose biggest responsibility — and only money maker — is the turnpike.

The warning might be considered a valedictory from Secretary Jarvis, who is leaving his post at the end of the year to return to private industry.

Both Secretary Jarvis and Director Wallace are concerned that through the way it has been allocating turnpike revenues the General Assembly and its Joint Finance Committee are asking for trouble with the highway's bondholders and with problems of adequately quately maintaining the road.

The bankers concerned with guarding the bondholders' interests don't seem concerned. As one of them said last



week, there is money to pay off the bonds in escrow, so it's difficult to envision a default on the debt.

Be that as it may, squeezing funds from the turnpike tolls to apply "whimsically" — Secretary Jarvis' word — to finance unrelated state activities seems dangerous.

Secretary Jarvis pointed out last week a unique feature of the Delaware Turnpike.

The corridor is a physical part of the nation's Interstate highway system, but it is distinct in having toll revenues to finance its maintenance and operation. That's because the 15-year-old superhighway was built originally as a toll road without federal construction funds.

The 11-mile stretch of highway was built at a cost of about $30 million and was dedicated, with the participation of President John F. Kennedy, in November of 1963, just a few days before the president was assassinated.

Since tolls still are being collected, Mr. Jarvis points out, while other segments of the Interstate system are "falling apart," Delaware is fortunate in having this source of funds to keep the road in good condition.

On the other hand, the toll booths, as long as the coins keep jingling there, provide something like $10 million a year in excess of expenses.

What should be done with that money?

A decent reserve certainly seems appropriate. There shouldn't be much of a quarrel with the idea that *some of the money* be sequestered for contingencies.

There also seems full justification for spreading any surplus to other appropriate modes of transportation. They now are used to help finance public transit, transportation for the handicapped and related activities.

One thing that should not be done, we believe, is to spend surpluses just because "they are there."

For example, a committee has been assigned by Gov. Pierre S. du Pont to review the question of a new toll road to solve the problems of good old, often congested, somewhat decayed U.S. 13.

Certainly U.S. 13 needs some kind of help, whether in the form of rehabilitation or in the form of augmentation by another, presumably, toll road.

But we hope the governor's committee studies this old proposal strictly on the basis of need for the highway, not as a solution to the question of what to do with the turnpike coin.

There's plenty of uncertainty about the way transportation will turn in the future, about whether the roles of the private automobile and the goods-carrying motor truck might not be modified.

Let's be sure that a new north-south road fits into that future before we siphon off turnpike revenues for it and deprive other transportation activities of a share.

Most of bond bills will pay to fix roads

By BILL BOYLE
and W.N. BALDWIN
Dover Bureau

In approving two bond bills Friday night, the legislature gave Gov. Pierre S. du Pont IV substantial portions of his multi-faceted, $94 million "Operation Overhaul" for repair of the state's highways.

A Democratic-sponsored $32 million bond bill, which cleared both houses with relative ease despite perfunctory opposition from Republicans, will also finance dozens of other projects ranging from school roof-patching to a new criminal justice center in New Castle County.

Du Pont, a Republican, said he and his staff were largely unaware of what the bill contained. "I honestly don't know what's in it,"

Bill OKs turnpike repairs

Continued from A-1

he told a press conference early yesterday morning.

More than a third of the financing measure is for road projects, however.

The bond bills passed in the final hours of the session amidst political dickering that at times was tangled in entirely unrelated issues. Since bond bills need three-fourth votes in each house, a small cabal of legislators can block them.

The $32 million measure, S.B. 374, authorizes borrowing for a long list of capital improvement projects ranging from repair of the Augustine Bridge to construction of the Gander Hill Prison. Road projects account for $11.9 million of the total.

Passage of the bill doesn't mean Delaware is going to get $32 million worth of capital improvements in the next 12 months. As an irritated Rep. Ruth Ann Minner, D-Milford, brought out in cross-examination of Transportation Secretary Kermit H. Justice late Friday night, bond authorizations can sit around for years without being acted on.

Mrs. Minner claimed that only last week Justice was getting around to advertising for bids on a project the legislature had authorized in 1972.

Another bill, H.B. 604, would raise $11.5 million by, in effect remortgaging the Delaware Turnpike, which is almost completely paid off, and the money would be earmarked for roads other than the turnpike. Supporters justify this by calling these roads "feeder" roads for the turnpike.

The refinancing bill allows the state to continue collecting turnpike tolls which bring in about $10 million a year for the state. In fact, tolls may soon be raised, at least for commercial traffic.

Both the du Pont administration and Democratic Reps. Gerard A. Cain of Sherwood Forest and Orlando J. George Jr. of Wilmington claim credit for the turnpike refinancing scheme.

Included on the list of S.B. 374's projects are:

- $3.2 million in prison construction, mostly for Gander Hill.
- $2,9 million for hospitals, including money to start work on two alcohol detoxification facilities.
- $1.2 million for the Augustine Bridge and $4.8 million for 56 suburban streets.
- $200,000 for design work on the Wilmington Public Building.
- $3.1 million for an agricultural science building at the University of Delaware.

Roads that will be repaired with money from the turnpike include:

- Route 8 from Pearsons Corner to Dover at $438,000 and U.S. 113 near the Dover air base at $462,000.
- Du Pont Road in Elsmere at $1.6 million.
- Route 4, between state routs 2 and 7, at $2.5 million.
- Dirt roads, at $500,000.

Kermit Justice Picked For Transportation Job

From the Dover Bureau

DOVER — The office of Gov. Pierre S. du Pont IV confirmed yesterday that former Rep. Kermit Justice of Wilmington id duPont's choice as the next secretary of transportation.

Justice, whose appointment must be approved by the state Senate, will replace George Jarvis, who resigned at the end of last year to return to the Du Pont Co.

Justice, a 43-year-old Republican who served two terms in the House, owns a small chemical company in Paulsboro, N.J. He was named chairman of the governor's Council on Transportation last summer and in October was named to a governor's committee to study ways to finance the Delaware Authority for Regional Transit.

Evening Journal 1/11/76

Staff Photo by Leo S. Matkins

Checking the depth of water on Airport Road

11/24/79 News Journal

Airport-Area Businesses Fight for a Navigable Road

The businessmen on Old Airport Road can't win.

After last weekend's heavy rains, water was reported 4 feet deep in spots on the road, which is adjacent to Churchmans Marsh.

It's always been a problem, but Joe Horisk, who has a salvage company on that stretch between Basin Road and Interstate 95, says it got worse after the state Highway Division did some work in the area last summer.

Three times, Horisk said, the businessmen and their lawyer met with former Transportation Secretary George Jarvis. "They just seem to shove us aside whenever we complain," Horisk said.

So Monday, about 40 people associated with businesses on the road spent about three hours building their own makeshift access road to I-95.

Then Delaware Turnpike authorities blocked it.

"We cannot permit the access road to stay there," said Basil Battaglia, the authority's director. The road is "clearly in violation of every safety principle we know of," he said.

Businessmen met with Battaglia Monday night, and he was "very sympathetic," but the barricades stayed up.

So yesterday afternoon, the businessmen tried again. They talked with John Lucey, district engineer for the state Highway Division. And maybe they finally got somewhere.

Lucey said the division would survey the area to see if the road could be raised.

News Journal 2/27/79

Airport Road Gets Flood of State Aid

By STEVE MARSHALL

Airport Road isn't called Hog Swamp Road for nothing.

When it rains, a stretch of the road off Interstate 95 in New Castle becomes waist deep in water. Last month, exasperated businessmen banded together to construct a makeshift connection from the highest point of the road to the busy interstate highway, avoiding the swampy lower end.

But that solution didn't please turnpike officials, who immediately declared the 100-foot makeshift road a safety hazard and tore it up.

But the state giveth and taketh away. So "Exit 5-A," as the makeshift connection came to be known, is now back, courtesy of the Delaware Turnpike and Greggo and Ferrara, contractors.

It happened Sunday when the road was flooding again with weekend rain. There was a quick succession of emergency phone calls between turnpike engineers and the contractors, said Nick Ferrara, vice president of the contracting firm.

Within six hours, drainage and pipe were laid and stone put back down to connect waterlogged 23 businesses with the outside, less swampy world.

"The residents are happy now," Ferrara said this morning, "but it's only a temporary solution." Because it was an emergency job, the cost hasn't been figured yet, he said.

Better temporary than nothing, said Joe Horisk, owner of Horisk's Salvage Pool, 423 Airport Road.

Horisk, one of the businessmen who banded together to lay their own road last month for about $500, praised highway and turnpike officials for the latest effort.

"I'd love for them to be commended," he said. "They're making a very honest effort to cater to our needs."

Horisk said the businesses have had water problems ever since I-95 was built. "We're like the sponge," he said, "We don't have proper drainage."

They also didn't have proper traffic safety precautions for their makeshift road, which is why state officials condemned it so quickly.

The new road, which feeds directly into the turnpike, is now marked by orange pylons, a large flashing arrow, and has a state trooper standing by, said Horisk.

Morning News 2/20/79

Area tries to shrug off wet blanket

By NAN CLEMENTS

"Do yourself a favor, lady. Get yourself a sandwich and a bottle of wine and stay put."

The voluntary advice from the Air National Guard officer held true through most of last night as New Castle County dug out from 16.5 inches of snow which fell in a 24-hour period of the snowiest February on record.

Dover Air Force Base officials measured 20 inches at the base.

The snow, accompanied and blown by near-blizzard conditions, ended about 1:30 p.m., the winds dropped and most officials concerned with emergency situations hoped to have activity as near normal as possible this morning.

More weather pictures on pages 4 and 7.

The state highway division threw up its hands in despair about 10 yesterday morning and pulled all its plows off the road for five hours to wait for a break in either the snow or the wind.

"Our drivers can't see, they're running into ditches and off the road, and there's no sense in ruining our equipment and our men," said Gary B. Homewood, acting deputy division director. "We'll just sit tight until things blow over. The conditions out there are just brutal."

Most major roads were passable

See SNOW—Page 3, Col. 3

Snow causes area paralysis

Continued from Page One

in at least one lane by early evening, the plows being helped by a late-blooming afternoon sun, and work was beginning on secondary roads. Only heavy drifts remained to block traffic, he said.

Without the President's Day holiday, the situation could have been much worse. City, state and county offices were scheduled to be closed, as were public schools, which sent maintenance personnel home about 9:30 a.m. Parochial schools closed because of the weather, as did banks.

The few businesses which remained open had about normal trade, providing persons with needed items such as medicines food and fuel oil. Wilmington's central business district was a ghost town, peopled only by police, firemen and a few imbibers who sought an open watering hole.

The Du Pont Co. tried to open an hour late, then gave up and sent all non-essential personnel home about 8:30 p.m.

DART buses took some hardy souls to work, and, for the most part, took them right back home again before calling its buses out of service about 8:30 a.m. The bus system had no plans to operate anything but a few buses last night to get stranded people home, but hoped to resume normal operations this morning, said Steven R. Welch, a spokesman for the Delaware Authority for Regional Transit.

"We started putting chains on buses to get them up downtown hills, but when we burned up three sets of chains getting one bus up Walnut Street, we decided to shut down," said Welch.

State police officially closed Delaware 896 south of U.S. 40 because of heavy drifting, and many roads throughout most of the state were impassable. Delaware Turnpike officials drafted National Guard personnel and vehicles to help clear Interstates 95, 295, 495 and the turnpike.

"We're going to let the National Guard work a shift so the men who have been working all night can get some food and sleep," said Basil R. Battaglia, chief of turnpikes. "We have to keep one lane open because we're part of the national defense system."

The National Guard also supplied an auxiliary base radio for the turnpike so snow removal operations could be directed after the turnpike's radio broke down, Battaglia said.

Accidents were kept to a minimum because no one was traveling, police said. The turnpike rest stop had only a few customers, while Money's Truck Stop on U.S. 301 west of Middletown, which collected stranded motorists during a storm last year like flypaper collects flies, had about 20 customers who sought refuge from the storm.

Gov. Pierre S. du Pont IV declared a snow emergency, then upgraded it to an emergency. After touring roads by helicopter yesterday. Transportation Secretary Kermit H. Justice recommended keeping the emergency status at least through noon today and possibly for the remainder of the day.

"The main roads — the interstates, U.S. 13 and U.S. 113 — are open, but we have some severe situations downstate which may require prolonging the emergency," Justice said.

"The biggest problem we have is abandoned cars," he said. "Most of the main roads are rough but passable, and we hope to have most of the secondary roads open by morning."

Getting anywhere was a problem.

Amtrak trains were running late by three hours or more and Metroliners were canceled. Amtrak, SEPTA commuter trains and Conrail and Chessie System freight operations were beset by the same problems — frozen switches and equipment, stalled and stuck snowplows and crews who couldn't get to work over snow-deluged roads.

An Amtrak spokesman said the delays and canceled trains "probably didn't matter much, because people can't get to the stations."

Intercity buses were running hours late if at all. Greater Wilmington Airport shut down in the morning and opened around 4 p.m. after snow was cleared from the main runway. Runways at Dover Air Force Base were to remain closed until 8 this morning.

Philadelphia International Airport closed around noon. Airport Shuttle Service stopped operating around 8 a.m., but resumed service around 3 p.m. when officials learned Philadelphia would open around 6. Suburban pick-ups and door-to-door deliveries were canceled, and customers were asked to arrive and depart from the main office at the Hotel du Pont.

Army and Air National Guard units set up a hundred men at command posts throughout the state, and the "phones were ringing off the walls," said one officer on duty.

"We're assisting all over, trying to help state police and the highway division with the work," said the officer. "Aside from that, we're picking up medicine, taking emergency medical assistance calls, getting doctors and nurses to work at hospitals.

"Most of the guys downstate are still trying to dig out of their driveways to get to the armories," he said last night.

"I can tell you, the roads are positively terrible," he said. "Even our four-wheel-drive vehicles are having a hard time getting around."

A Wilmington city spokesman said main roads will be cleared by morning and secondary roads by tomorrow at the latest. "We're using mostly our own equipment and working 12-hour shifts," he said.

The city's snow emergency will remain in effect until noon today, and vehicles without snow tires or chains which get stuck will be towed away, he said.

City offices will be open this morning, and "every effort possible will be made to collect trash east of I-95 this morning, but we ask that residents bring it out as close to the curb as possible," he said.

Non-essential state employees will not have to report to work this morning. Fredrick H. Stern, the governor's press secretary, said a decision would be made in mid-morning on whether employees will be called in this afternoon.

The Morning News is attempting normal delivery this morning, although no copies of The Evening Journal were delivered downstate yesterday and distribution was generally spotty because of the snow. The Delaware State News in Dover published, but a spokesman said only a few local deliveries were made. "Most of the papers are still sitting around on the loading dock," he said.

Marian Peleski of the National Weather Service at the airport said 27.5 inches of snow have fallen to date in February, surpassing the previous record of 26.2 inches in February 1934.

Reporters Hugh Cutler, Ray Goldbacher, Steve Marshall, Phil Milford, Marta McCave, Larry Nagengast and Joe Trento contributed to this story.

Sunday News Journal, Wilmington, Del., March 2, 1980

Police

Gas station blaze burns house trailer

A gasoline fire that erupted after a motorist pulled away from a service station at the Delaware Turnpike Plaza without removing the nozzle from tank of his car caused heavy damage to the pump island and a mobile home yesterday afternoon.

State police said an unidentified driver of a car with a New Hampshire license plate neglected to remove the nozzle after filling his tank and paying the attendant at the Mobil station.

When he drove off, the hose snapped, spewing gasoline on a mobile home that was next in line at the pump.

The gasoline ignited when it spilled onto a heater in the front of the mobile home. The fire quickly spread to the island's canopy, according to police.

Leo MacNeil, 55, and his wife, of Wellesley, Mass., escaped from the mobile home without harm after MacNeil pulled the burning vehicle away from the island, police said.

Police said the fire caused between $4,000 and $5,000 worth of damage to the service station island, and about $2,000 damage to the mobile home.

Police said they were unable to find the New Hampshire driver.

Evening Journal, 3/5/80

Turnpike brainstorm now gives motorists fuel, food, forecasts

By Steve Marshall
Staff writer

Starting today on the Delaware Turnpike, you can stop just talking about the weather and listen to it as well.

Transportation and weather officials got together to provide public access to the government weather radio — and they did it at a bargain-basement price.

Motorists stopping at the Hot Shoppes Restaurant near the Newark exits will be able to listen to the latest broadcast of Weather Radio, a little-known network featuring just the weather — over and over again.

For $500 worth of equipment, the state transportation department arranged the hook-up in cooperation with Marian Peleski, meteorolgist in charge of the National Weather Service at Greater Wilmington Airport.

Transportation Secretary Kermit H. Justice got the weather brainstorm in January and began working with Ms. Peleski to get the system installed.

"It's something that's worthwhile and will benefit people at a very low cost," Ms. Peleski said.

Two radio scanners, bought for $100 apiece from a Radio Shack, are the backbone of the system. They're hooked up to a telephone, through which a motorist can listen to the weather reports, revised every one to three hours, or more if needed.

Southbound drivers can listen to broadcasts from the Weather Service's Baltimore operation and northbound drivers will hear Philadelphia.

A service of the National Oceanic and Atmospheric Administration, the weather radio network encompasses 345 stations throughout the country broadcasting on a special weather frequency. People with weather radios or regular radios equipped to pick up the weather stations can already listen to the continuous broadcasts.

The Delaware operation is the first of its kind on the East Coast, Ms. Peleski said. A North Dakota variation allows motorists to listen to the broadcasts through speakers in restrooms, she said. On the Delaware Turnpike, signs at toll plazas and gas pumps will tell motorists where they can get the weather news.

Officials say they will keep an eye on how many motorists use each phone. "If demand increases, we'll have to do something," Turnpike Chief Basil Battaglia said.

The Morning News, Wilmington, Del., Thursday, March 6, 1980 • • 17

Weather Radio hooks up in Del.

By STEVE MARSHALL

Motorists on the Delaware Turnpike discovered yesterday that they could stop guessing about the weather ahead and listen to it instead.

Transportation and weather officials got together to provide public access to the government weather radio — and they did it at a bargain-basement price.

Motorists stopping at the Hot Shoppes Restaurant near the Newark exits will be able to listen to the latest broadcast of Weather Radio, a little-known network featuring just the weather, which is repeated over and over again.

For $500 worth of equipment, the state transportation department arranged the hook-up in cooperation with Marian Peleski, meteorolgist in charge of the National Weather Service at Greater Wilmington Airport.

Transportation Secretary Kermit H. Justice got the weather brainstorm in January and began working with Ms. Peleski to get the system installed.

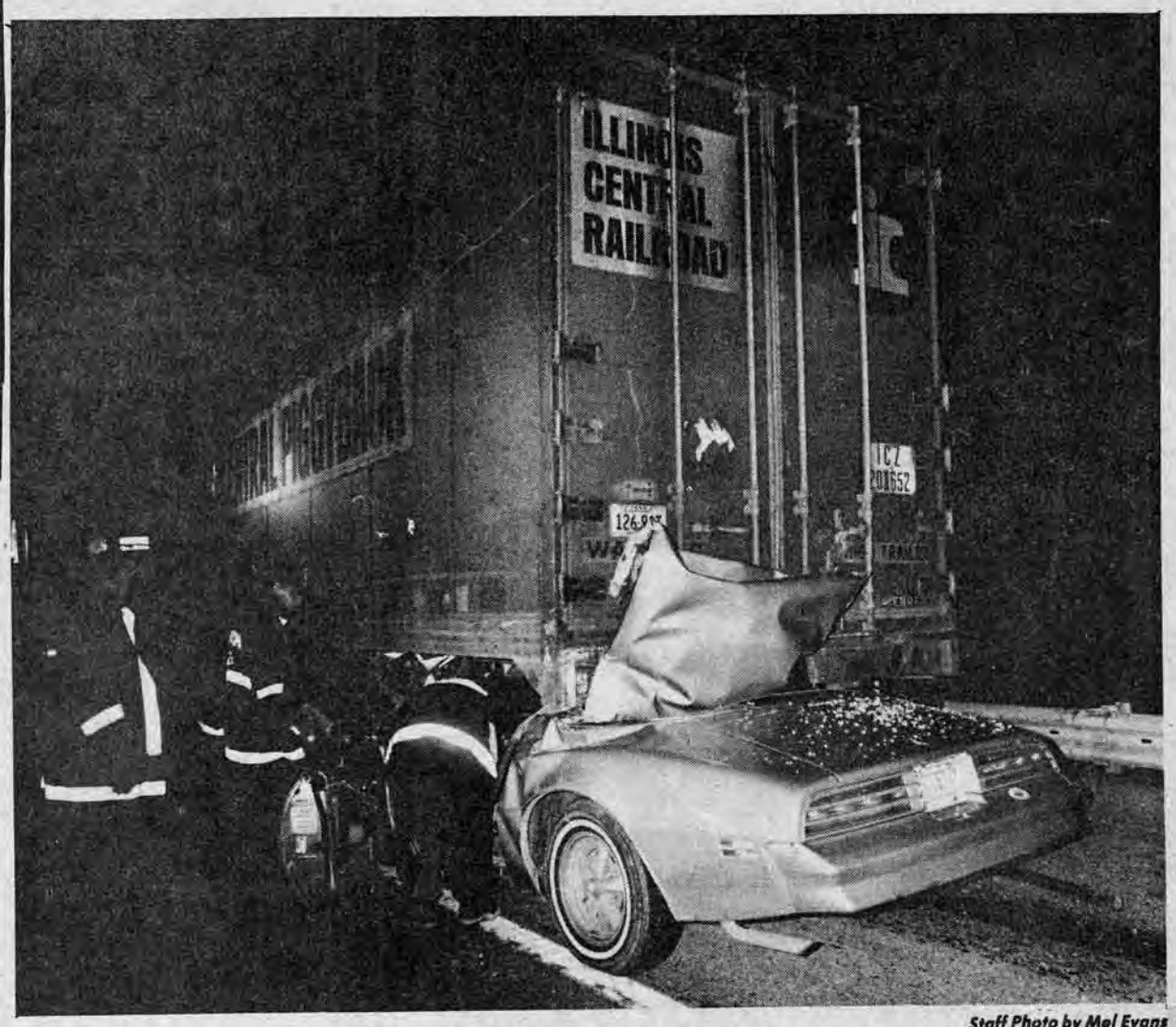
"It's something that's worthwhile and will benefit people at a very low cost," Ms. Peleski said.

Two radio scanners, bought for $100 apiece from a Radio Shack, are the backbone of the system. They're hooked up to a telephone, through which a motorist can listen to the weather reports, revised every one to three hours, or more if needed.

Southbound drivers can listen to broadcasts from the Weather Service's Baltimore operation and northbound drivers will hear Philadelphia.

A service of the National Oceanic and Atmospheric Administration, the weather radio network encompasses 345 stations throughout the country broadcasting on a special weather frequency. People with weather radios or regular radios equipped to pick up the weather stations can already listen to the continuous broadcasts.

The Delaware operation is the first of its kind on the East Coast, Ms. Peleski said. A North Dakota variation allows motorists to listen to the broadcasts through speakers in restrooms, she said.



Staff Photo by Mel Evans

A Wilmington police officer was killed Friday when his car ran off the highway and under a disabled tractor trailer on I-95.

Wilmington policeman killed

NEWPORT—Two men drove under the backs of tractor-trailers at almost the same spot within 12 hours of one another Friday and Saturday.

One died, and the other was in critical condition at the Delaware Division of Wilmington Medical Center Saturday afternoon.

The dead man is Sgt. Harry Foskey, 36, a Wilmington police officer.

His southbound car went off U.S. 95 at 7:34 p.m. Friday, running under a disabled tractor-trailer parked on the shoulder about nine-tenths of a mile north of Churchman's Road, police said.

Police said they did not know why the accident happened.

A similar accident Saturday morning at 7:35 involved two tractor-trailers.

Gregg Kauff, 21, of Baltimore apparently fell asleep at the wheel of his flatbed truck, and drove it under the tank truck ahead of him southbound on Interstate 95 near the Churchman's Marsh area.

He was pinned in the car for one and a half hours before he was freed and taken to the Delaware Division, where he was in critical condition.

The driver of the tank truck, Willie A. Gill, 32, of Macon, North Carolina, was not hurt.

His truck was carrying syrup. Kauff's was empty.

Vol. 79, No. 65

Maryland State News
Dover, Delaware, Thursday, March 22, 1979

674-3600 or 1-800-282-8586—News, Advertising
674-8160 or 1-800-282-8586—Circulation Dept.

20¢ Per Copy

Turnpike bonds key to repairing Delaware potholes

By JACK CROFT
Staff Writer

DOVER—The federal government and motorists who use the Delaware Turnpike would pay more than half the freight for a $92.8 million program aimed at repairing Delaware roads.

Gov. Pierre S. du Pont this morning unveiled "Operation Overhaul," a three-year program that would use $8 million from state coffers and some $17 million from bond sales if approved by the General Assembly.

The largest chunk of the emergency money—$7.3 million—would go to Sussex County, while Kent and lower New Castle County would get $2.6 million and suburban New Castle County $4.2 million.

The federal government would kick in $53.5 million, and $14.2 million would be raised by refinancing the Delaware Turnpike's $10 million debt.

Almost $21 million of the money would be earmarked for emergency repairs.

Included in that part of the package is $250,000 to temporarily fix the Millsboro Bridge on Del. 24, crippled by February's blizzard.

Refinancing the turnpike debt is the key to the program, although there is some debate over whose idea it was.

Democratic state Reps. Orlando J. George of Wilmington and Gerard A. Cain of Bear proposed the idea at a press conference last month.

They also proposed having the state take over the Delaware Authority for Regional Transportation, which runs upstate bus lines, and the Delaware Authority for Specialized Transportation.

Under du Pont's program, which he said highway officials have been working on for several months, the state would refinance the turnpike debt of $10 million, which would allow the turnpike to be widened from three to four lanes at a cost of some $17 million.

The state would also sink $14.2 million into repairing feeder roads to the turnpike, such as the Christiana Bypass from Del. 7 to Del. 273.

In turn, bond monies previously earmarked to repair those feeder roads would be used to fix other highways, mainly downstate.

In addition, Delaware becomes eligible for some $50.1 million in federal highway matching dollars by using the new turnpike bonds and regular state bonds.

Included in the total package are Delaware's regular $7.9 million bond program for the next fiscal year, and $3.6 million to fix suburban streets, which du Pont proposed in January.

Delaware would use toll money collected from the page turnpike to increase its yearly subsidy to DART from $1.1 million to $1.7 million.

The extra $600,000 would make up for the money Wilmington and New Castle County now give the bus line.

Meanwhile, DART and DAST would become part of the state department of transportation.

The program would repair about 1,000 miles of state roads.

About 225 miles would require emergency repairs and patching, while the rest would involve more extensive resurfacing and repairs.

Du Pont claimed that credit for the refinancing part of the program belongs to his administration, but tried not to antagonize George, chairman of the Joint Finance Committee, and Cain, chairman of the House Revenue and Finance Committee.

"I wouldn't say they (George and Cain) stole it," du Pont said. "They came up with it independently. I'm glad for their support. I think with their support, it has a good chance of passing."

Legislators were to be briefed on the program late this morning.

Among projects include included in the program are:

- $1.1 million for the Savannah Road Bridge over Lewes-Rehoboth Canal.
- $438,000 for Del. 8 from Pearsons Corner to Dover.
- $462,000 for U.S. 113 from Little Heaven to south of Dover Air Force Base.
- $1 million for paving dirt roads statewide.

Bulletin 3/25/79

Road repairs plan cost hits $92.8 million

By PATRICK BRESLIN

Dover — (AP) — A previously-announced $10 million road repair plan has mushroomed into an elaborate $92.8 million two-year state program dubbed "Operation Overhaul."

Governor du Pont said last week only $8.1 million of the state's budget surplus would be used for the project, down from the previous $10 million estimate.

The backbone of the funding is the use of tolls from the Delaware Turnpike, refinancing of bonds, and matching grants from the federal government.

Repair of the state's roads became a top priority after highways crumbled during the record 27.5 inches of snow in February.

Du Pont, a Republican, introduced his plan Thursday with much fanfare, including his first news conference in eight months and separate briefings with the Republican and Democratic leadership.

The Democrats, who control both houses of the legislature, agreed that the roads must be fixed, but they were not ready to endorse du Pont's scheme.

House Majority Leader William J. Gordy announced from the floor afternoon that the Democrats would hold a caucus "so we can begin the overhaul of 'Operation Overhaul.' "

Senate President Pro Tem Richard S. Cordrey said the plan "sounds very good on the surface," but it's not as big as it seems. He said many of the projects in the plan were authorized in bond bills passed last summer, and he can't explain why the work hasn't been done yet.

For example, Cordrey said, $500,000 budgeted for trucks and other road equipment last year has not been spent, and that equipment was sorely needed during last month's blizzard.

Cordrey also said the du Pont plan does not include emergency repairs on secondary roads in Sussex County, his home area, where he said secondary roads are almost like dirt roads again.

Governor du Pont
... road repair plan grows

He said du Pont's staff drew up "the entire operation without any input from the people who live in the districts."

Rep. David B. McBride (D-Wilmington) said that the pothole problem needed to be solved quickly and that du Pont's plan is too complicated for swift passage. He said he would try to rush through an $8 million pothole bill he submitted Wednesday.

McBride called his bill "nonpolitical" because it would divide the $8 million evenly among the 41 representative districts. But du Pont said that, unfortunately, the potholes are not distributed evenly.

A key Democrat in getting funding for du Pont's plan — Rep. Orlando J. George Jr., chairman of the Joint Finance Committee — was pleased with the plan to use Delaware Turnpike tolls for road repairs. He called that "one of the beauties" of the plan because it would utilize money from out-of-state drivers rather than taxpayers.

But George pointed out that his

Please Turn to Page 2a

DuPont highway plan

Continued From First Page

committee had discussed such a plan for more than a year, most recently last month when Transportation Secretary Kermit Justice appeared before the committee.

Du Pont conceded to reporters that George's program "is very similar to an aspect of our plan," adding that, "Great minds think along the same track."

The Delaware Turnpike money is the key to the expensive program.

The bonds used to build the highway in the early 1960s will be paid off in 1981 with the road's 50-cent toll revenues unless the state refinances the bonds.

Du Pont would spread out the bond payments, freeing up $31.2 million in toll money over the next two years. He would use $17 million of that to add another lane in each direction on the turnpike.

The other $14.2 million would go to Operation Overhaul, paying for repairs to roads that feed into the turnpike. Turnpike revenues cannot be used for roads that do not affect the turnpike.

Another $7.9 million would be obtained through new bonds to be sold after the 1980 fiscal year begins on July 1, 1979.

These monies would be matched under federal formulas with about $50.1 million in federal money.

In addition, $20.6 million in emergency repairs on the state's worst roads would be started this spring using $8.1 million in state surplus, $5.5 in bond money borrowed from other long-term projects, $3.4 million in federal matching grants, and $3.6 for suburban streets from fiscal 1980 bonds.

Sussex County roads would receive the lion's share of that emergency money — $7 million — because it has more roads and heavy truck traffic, du Pont said. Northern New Castle County would receive $4.2 million, and southern New Castle County and Kent County would receive $2.6 million. The $3.6 for suburban streets would be distributed statewide as needed.

This package must be approved by the General Assembly, which might decide to change the road priorities. The first bills for the emergency repairs probably will be introduced early next week, according to Fredrick H. Stern, du Pont's press secretary.

Du Pont said the new road package will not mean higher taxes. He said he still hopes to pass a $10 million tax cut by June.

What the (I-95) traffic will bear in Delaware

By Vernon Loeb
Special to The Inquirer

DOVER, Del. — Gov. Pierre S. du Pont's $93 million "Operation Overhaul" sounded too good to be true when it was unveiled here Thursday.

Over the next three years, the governor said, Delaware could patch its potholes, widen its expressways, make dozens of major road improvements and even pay for its bus system — all without a tax increase. The cost to the state would be a modest $8.1 million, already in hand.

Delaware is able to undertake this massive highway program because of a veritable pot of gold sitting on Interstate 95 at the Delaware-Maryland line near Newark — a toll booth that collects 50 cents from every vehicle traveling the main New York-to-Washington route.

"It's a dream," said State Rep. Orlando J. George Jr. (D., Wilmington), leaning back in his chair and smiling a devilish grin. George, chairman of the General Assembly's Joint Finance Committee, is an originator of the toll-booth scheme. "I'm not going to give you a lot of bull," he said. "we're passing on the cost of our transportation system and our highway system to out-of-state people."

The toll plaza is located strategically at the state line so that it does not snare local Delaware traffic, only interstate motorists. Nathan Hayward 3d, the top financial adviser to du Pont who put together "Operation Overhaul," estimated last week that only 10 percent of the tolls collected come out of the pockets of Delaware citizens.

The toll plaza had been scheduled to close July 1, 1981, when the existing construction debt on the road is to be paid off.

But du Pont proposes to borrow about $4 million by pledging toll-booth revenues as collateral. That would extend the pinch on out-of-state motorists for an additional 3 to 4 years, if the Legislature approves.

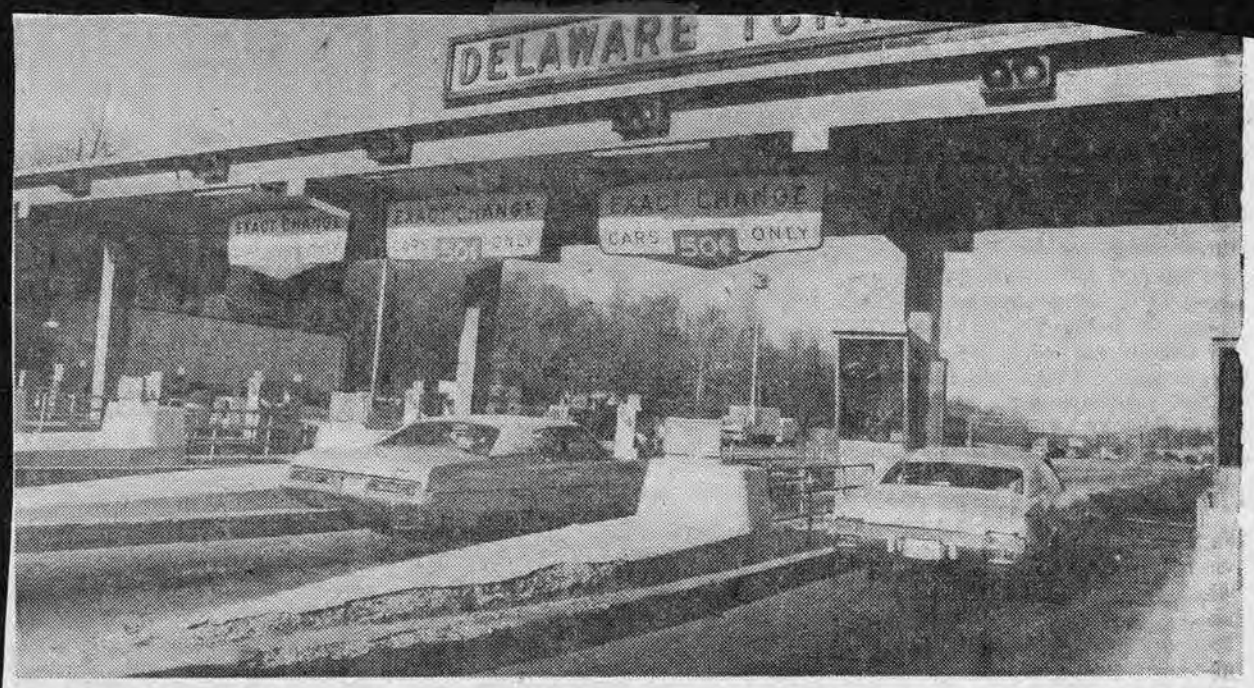
The toll, generating $1 million a year, is so stable a source of revenue that the Delaware Turnpike Authority's AA bond rating is higher than the state's.

About $17 million of the "Operation Overhaul" funds would be spent to widen part of the 11-mile-long turnpike, which Delaware officials say becomes clogged during rush hours. Another $14.2 million would go to improve state highways that feed into I-95.

The rest of the construction money — including $53 million in matching federal funds — would go into unrelated improvements on other state roads.

The toll revenues, besides paying

(See HIGHWAYS on 2-B)



Gov. du Pont's I-95 money machine will finance much of Delaware's road rehabilitation

No free ride through Delaware

HIGHWAYS, From 1-B

off the construction debt and providing enough to maintain Delawares entire interstate system, will give a $3 million yearly subsidy to the Delaware Authority for Regional Transit (the Wilmington-area's bus system, known as DART) and the Delaware Authority for Specialized Transit.

Delaware is one of only three states allowed to charge tolls on its segment of the interstate highway system. It rates that special treatment because the turnpike was built with state money, before interstate funds became available in the 1960s.

Delaware residents once had to pay tolls — between 10 cents and a quarter — on intrastate trips. But intrastate tolls were removed in 1976, leaving only the interstate plaza at the Maryland line.

"Operation Overhaul" apparently walks a thin line between federal regulations, which allow interstate toll revenues to be used for projects only indirectly related to the turnpike — projects such as improving the feeder roads. And nothing in the regulations prevents Delaware's charging through traffic and letting in-state motorists ride free.

"It's clever, but there's nothing illegal about it," Michelle Taylor, a spokesman for the Federal Highway Administration, said of du Pont's refinancing scheme.

"We're right smack dab in the middle, they've got to come through us," said finance committee chairman George. "What are they (out-of-state drivers) going to do, get a barge and land it in Jersey?"

The question of whether this way of paying for Delaware's highways is fair was dismissed by the plan's proponents.

"Is it fair for Florida to put a 5 percent sales tax on people using their beaches and their sun? There's no difference," said Rep. Gerard A. Cain (D., Newark), another originator of the refinancing proposal.

"Non-New Yorkers are paying for the Verrazano-Narrows Bridge," Hayward said. "It's a universal concept in public finance."

Much of the money generated by extending the life of the toll, Hayward pointed out, goes right back into improving and maintaining the interstate. And it is fair he argued, a charge out-of-staters for the convenience of using a good road Delaware built.

Besides, George noted, the bite on the individual motorist driving from New York or Philadelphia to Washington or Baltimore is not all that great. "We're not taking $155 million away from the people who come through Delaware," he said. "We're just taking 50 cents."

police report

Del. Turnpike worker dies after mishap

A Delaware Turnpike worker was fatally injured yesterday when he lost his balance on a mower and fell under its wheels.

State police said Frnaklin W. Perkins, 40, of 15 Rambo Drive, Rambleton Acres, was operating the mower along the northbound Delaware 896 on-ramp to Interstate 95 in Newark at abou 2:30 p.m. He lost control of the machine when it hit a curb and fell as the mower lurched up and then down a hill.

A wheel of the mower's tractor and the blade section, which was in raised position, rolled over his chest, police said. Perkins died on the operating table at the Delaware Division at 8:55 p.m. of massive internal injuries caused by the wheel.

■ ■ ■

Widow charges 2 firms with negligence in death

By TOM GREER

The widow of a Delaware Turnpike worker has filed a lawsuit in connection with his death last year when he fell under the tractor-mower he was operating.

Mrs. Betty Perkins, of 15 Rambo Drive, Rambleton Acres, widow and administratrix of the estate of her late husband, Franklin W. Perkins, charges in the complaint that her husband was thrown from the mower after the throttle became jammed, causing him to lose control.

The suit is against Massey-Ferguson Co., a Maryland corporation, and D & R Equipment Inc., a Delaware corporation, identified respectively in the suit as the manufacturer and the seller of the machine.

Perkins, 40, was operating the mower along the Delaware 896 on-ramp to Interstate 95 in Newark on June 22 when it apparently hit a curb. He fell from the machine as it lurched up and down a hill. A wheel of the tractor and the blade section, which was in raised position, rolled over Perkins' chest, police said. He died about six hours later at the Delaware Division.

The complaint charges that Massey-Ferguson was negligent in that it designed and manufactured a product with an allegedly defective throttle; a machine without a safety cut-off or other mechanism that would disengage the engine when the operator was not operating the throttle and a product that allegedly failed to provide adequate means of securing the operator on it, by a safety harness, belt or cab.

D & R allegedly was negligent in selling the tractor-mower with the alleged defects and deficiencies claimed in the suit.

The complaint — filed for Mrs. Perkins by Wilmington lawyers Richard K. Herrmann and Charles K. Keil — demands judgment against the defendants in an amount sufficient to compensate the widow and her husband's estate for losses sustained, plus interest and costs of the Superior Court suit.

Morning News 4/1/80

Rescue workers from Christiana Fire Company use a special tool to pry apart the twisted wreckage of Barbara Stahley's car so they can free the Newark woman. (Staff photo by Chuck McGowen)

Accident on I-95 kills high school student

A Christiana High School student was killed yesterday morning in a three-car accident on Interstate 95 near the Churchman's Road exit.

State police said Gary Frink, 17, of 624 W. 6th St., Wilmington, was dead on arrival at the Delaware Division shortly after the 7:48 a.m. crash.

Three other people including Frink's sister and brother and a teacher, were injured in the accident which brought rush-hour traffic to a standstill in the northbound lanes of the freeway.

Injured were John O. Frink Jr., 18, and Tyrone Frink, 14, both of the Sixth Street address, and Barbara Stahley, 24, of 551 Oakdale Road, Salem Village, Newark.

According to state police, John Frink was driving south heading for school when he tried to pass a car on the left shoulder of the road at high speed. He apparently lost control of the car which careened across the grass median strip into the northbound lanes, hit Ms. Stahley's car and rolled over on another car, police said.

The driver of the third car, Kenneth A. Colamarino, 31, of 810-D Village Circle, Newark, was not injured.

A school bus heading north on the freeway avoided the Frink car before Colamarino's auto hit it, a witness said. The bus driver reported the accident to police on the bus' two-way radio.

Traffic in the northbound lanes was backed up for three miles from the scene of the accident, a straight stretch of I-95 at the south end of Churchman's Marsh near the Delaware 7 exit. The lanes were closed for about two hours, police said.

Miss Stahley, a teacher at Joseph E. Douglass School on Prospect Road in Canby Park, was listed in serious condition in the intensive care unit of the Delaware Division last night. Rescue workers from the Christiana and Minquas of Newport fire companies had to pry her car apart to free her, police said.

John and Tyrone Frink were treated at the Delaware Division and released.

Gary Frink's death brings to 29 the number of people killed on Delaware roads this year, compared to 29 during the same period last year.

25 walk off turnpike jobs

5/10/79

About 25 maintenance workers walked off the job at the Delaware Turnpike at noon yesterday, protesting the lack of progress on contract negotiations.

Both union and management officials said the dispute, which had not ended last night, developed over an apparent misunderstanding when a negotiator left for a week's vacation as scheduled.

"I thought both sides agreed to extend the talks another week until the negotiator got back, but apparently that wasn't clear to everyone," said Basil R. Battaglia, chief of turnpikes.

A spokesman for Local 2429 of the American Federation of State, County and Municipal Employees, Council 81, said he was trying to resolve the problem.

Battaglia said the pickets, who limited their activities to a maintenance building, were not affecting turnpike operations.

You've gotta hand it to them

By MIKE SCHAFFER

Collecting tolls has an assembly-line sameness. Hand out, take the money, smile, say "Thank you." Do it again, and again, for eight hours a day.

Most drivers just pay what they owe and move along. Then there's the motorcyclist who spit his money into Margie Shavico's hand at the Delaware Turnpike toll plaza, and the naked woman who nonchalantly paid the toll.

Those aren't the only oddities that Mrs. Shavico has seen in her nearly 10 years on the job.

Once, a middle-aged woman drove into the turnpike toll plaza arguing with an elderly male passenger and put him out of the car. Another guy always "wears a scary mask," Mrs. Shavico said.

A dozen miles away, Don Chickadel, who has been a toll taker for five years, sees a similar variety of motoring oddballs at the Delaware Memorial Bridge toll plaza. Some are drunk, some are drug-dazed, some don't want to pay the toll — Chickadel alerts the bridge police about them. He hasn't seen any naked drivers, but he did see a woman in a wheelchair hitchhiking to New York.

"You've gotta have a good sense of humor" to be a toll collector, said Chickadel, a onetime student for the Catholic priesthood. "These people could really get to you."

Mrs. Shavico said just about the same thing. The work "could get to a person who's very nervous."

Neither Mrs. Shavico nor Chickadel seem nervous. Sometimes Chickadel even hands out candy to children in the cars that come through his lane.

Most of the people a toll taker deals with are friendly, according to both Mrs. Shavico and Chickadel.

"You get maybe one person a shift who will give you trouble," Chickadel said. "You try to laugh it off." Three or four days may go by without a troublemaker, he said.

While toll takers are watching motorists, some motorists are watching them back, especially the commuters who go through the tolls regularly.

See TOLL — Page 2, Col. 3

Toll taker Margie Shavico manages to keep calm and collected on her sometimes trying job at the Delaware Turnpike toll plaza. (Staff photo by Ron Dubick)

6/16/80 Morning News

Toll takers

Continued from Page One

Occasionally drivers roll up to Mrs. Shavico and ask her what a nice woman like she is doing in a toll booth. "I pretend I don't hear them," she said.

Bridge commuters cheered Chickadel's efforts to become a slimmer toll taker, constantly asking him how he was doing as he shed 150 pounds, chiding him for any backsliding.

"You don't think people watch," Chickadel said. "There are people out there that care about you."

Chickadel occasionally dated women who came through his toll lane until he became engaged to someone he didn't meet at the tolls. One toll supervisor at the bridge ended up married to a woman he met at the toll plaza, Chickadel said.

He says he likes the independence of working alone in a toll booth. "You have nobody hanging over your back constantly."

The work isn't hard, he said. And it pays well. Chickadel makes more than $8 an hour, the top pay for a bridge toll collector. Senior toll collectors on the turnpike make $6.35 an hour.

But if the work is easy, it still requires attention. The toll taker punches a control board in his booth that records the number of axles on each vehicle. A counter embedded in the roadway outside the booth also records the number of axles, and the two totals are supposed to agree.

A collector is allowed a $5 shortage in tolls each month at both the bridge and the turnpike. That comes out to about 25 cents a day, Chickadel estimated, not much margin for error.

The toll booths at both the turnpike and the bridge are heated and air conditioned. "Everybody in the winter says, 'You must be freezing,' " Mrs. Shavico said. Not so.

Getting his toll-taking hand reddened by the winter wind is the only physical discomfort that Chickadel suffers on the the job.

Both Mrs. Shavico and Chickadel intend to stick with their jobs. Mrs. Shavico wants to become a sergeant.

Chickadel said that he might accept a promotion if one came along but that he's content to collect tolls until Nov. 1, 2013, the date he is supposed to retire.

When acquaintances ask him why a man with a college degree collects tolls, Chickadel has an easy answer. "I'm very happy and contented here."

Gas lines keep getting longer

Phila. Inquirer 6/26/79

By Mark Wagenveld
and Jack Severson
Inquirer Staff Writers

Gasoline in the Philadelphia area seemed harder to get yesterday than on any previous weekday this month as lines grew longer and more service stations ran out of gas or made further cutbacks in their hours.

Growing in size with the gasoline lines were the make-shift barricades of tow trucks and anything else handy that dealers threw up to ward drivers away from their pumps.

An Inquirer survey of major commuter routes in Philadelphia and its suburbs yesterday found 80 of 133 service stations closed or not pumping gas. Almost every station that was open had lines, sometimes stretching for several blocks and snarling traffic.

In another development, the threat of a lengthy shutdown by independent dealers in Pennsylvania was made yesterday by Tom Anderson, executive director of the Pennsylvania Service Station Dealers Association.

Anderson, whose organization represents 3,756 independent dealers, including many in the Philadelphia area, predicted that the dealers would close their stations Thursday and keep them closed until the federal government allows a higher markup on gasoline and loosens restrictions on fuel allocations.

Anderson said he was meeting yesterday with his organization's board of directors to work out plans for the shutdown. He said he hoped to arrange for police protection for deliveries to supply emergency vehicles.

Any shutdown by the Pennsylvania dealers may be followed Sunday by a similar move in New Jersey, where independent dealers are contemplating a strike that their leaders say could least through the Fourth of July.

Jerry M. Ferrara, executive director of the New Jersey Gasoline Retailers Association, said that about 400 delegates to the association's convention this week voted to "go fishing" unless federal officials agreed to changes in gasoline-pricing and allocation policies.

Area service stations owned by oil

(See SUPPLY on 6-A)

•

Dealers Association, takes on the oil companies and the Department of Energy. Page 1-D.

Odds are in her favor

Phila. Inquirer 6/26/79

Special to The Inquirer / DAN MILLER

A gallon in time . . .

Like a lot weekend motorists, Diane Lott of Millbrook, N. Y., needed gasoline. But there was one problem: She had an odd-numbered license plate on an even-numbered day. Not to worry. An attendant at a service station on the Delaware Turnpike directed Ms. Lott to park to the side, then hand-carried gasoline to her car.

Operations chief of turnpike dies

TOWNSEND — Elmer T. Faries, 64, of Commerce Street, died yesterday at home after an apparent heart attack.

Mr. Faries was superintendent of operations for the Delaware Turnpike. He had been with Delaware Turnpike Authority since 1963, when the highway opened.

He is survived by his wife, Jean A.; two daughters, Debbie J., at home, and Carol Stewart of Ferndale, Wash., and three grandchildren.

Services will be at 11 Saturday morning at the Daniels and Hutchison Funeral Home, Main Street, Townsend. Burial will be in Townsend Cemetery. Friends may call at the funeral home Friday night.

FARIES—Suddenly at his late residence, Commerce Street, Townsend, Del. on June 6, 1979. Elmer T. Faries, husband of Jean A. Faries. Aged 64 years. Relatives and friends are invited to attend the funeral services at the DANIELS & HUTCHISON FUNERAL HOME, Main Street, Townsend, Del. on Saturday morning June 9 at 11 o'clock. Interment at Townsend Cemetery. Friends may call at the funeral home Friday evening after 7 o'clock.

ELMER T. FARIES

TOWNSEND—Elmer T. Faries of Commerce Street, Townsend, died Wednesday, June 6, 1979, at his home after an apparent heart attack. He was 64.

Mr. Faries was superintendent of operations for the Delaware Turnpike. He had been with the Delaware Turnpike Authority since 1963, when the highway opened.

He is survived by his wife, Jean A.; two daughters, Debbie J., at home and Carol Stewart of Ferndale, Wash., and three grandchildren.

Funeral services will be at 11 a.m. Saturday at the Daniels and Hutchison Funeral Home, Main Street, Townsend.

Burial will be in Townsend Cemetery.

Friends may call at the funeral home Friday night.

State News 6/7/79

Questions and answers on rationing

Here are some answers to frequently asked questions about the current gasoline shortage:

Gov. Pierre S. du Pont IV has asked gasoline stations to display colored flags so that motorists can tell at a glance whether the station pumps are open. Is that a request or a requirement?

The flag system is only a request, and so far few stations are using it. A red flag indicates the station is out of gasoline. A yellow flag indicates it has gasoline for emergency purposes and for vehicles exempted from the odd-even rationing plan. A green flag indicates the station is selling gas.

Can gasoline stations show preference to regular customers?

No, not unless the preference system was in use prior to 1973. Federal regulations prohibit station operators from responding to gasoline shortages by changing their sales practices. Specifically, they cannot sell gasoline by appointment, nor can they show prefernce to regular customers or sell gasoline for cash only. Stations can be fined up to $2,500 per day for unknowingly violating the regulations and up to $10,000 for willful violations. Violators can be reported by calling the federal toll-free energy hotline, 1-800-424-9246.

Some people exempted from the odd-even rationing plan aren't exempted from the minimum-purchase plan. What are the differences?

Those exempted from both rationing plans are commercially licensed vehicles, emergency vehicles, farm and construction equipment, mopeds and motorcycles and vehicles under contract to provide a state service. Exempted from the odd-even plan only are doctors and nurses; people who travel more than 125 miles a day as part of their job (excluding commuting to and from work) and those who need to travel more than 125 miles a day for medical treatment or an essential service. Exemption applications may be obtained from the state Energy Office or by calling 1-800-282-8616.

State sees adequate gas supply for holiday

Delaware Energy Office officials believe enough gasoline stations will be open the Fourth of July to provide adequate fuel throughout the state, including at beach resorts.

David L. Press, energy adviser to Gov. Pierre S. du Pont IV, said his office won't complete its survey of service stations until this afternoon, but preliminary reports indicate enough stations will be open to satisfy drivers' needs.

"The early line is that it will be pretty good," Press said.

He said 25 to 30 percent of the service stations in the state were open Sunday — considerably more than he had expected. The pressure on supplies appears to have decreased considerably as many distributors resumed fuel deliveries that had been delayed by the independent truckers' strike. Press believes distributors should be caught up on the backlog of deliveries by the end of the week.

The supply situation is also easing because gasoline dealers have at least temporarily called off a strike that was to have begun last week. In addition, Delaware is now operating under minimum purchase and odd-even gasoline rationing plans designed to alleviate lines at stations.

Gas crunch cuts bridge, ferry traffic

The gas shortages of June took their toll on Delaware's toll revenues.

William J. Miller Jr., executive director of the Delaware River and Bay Authority, said traffic declined on both the Delaware Memorial Bridge and Cape May-Lewes Ferry.

Traffic on the bridge was down 14.2 percent in June compared to the same month a year ago, from 1,686,000 vehicles in 1978 to 1,446,000, Miller said. Ferry vehicle traffic dropped 6.2 percent and passenger traffic was down 8.7 percent for June compared to the same month a year ago, he said. Vehicle traffic declined 1,480 from last June's 23,666, while the ferries carried 6,350 fewer passengers.

"These are bad figures," Miller said. "We hope things will level off." He had no exact figures available yet for revenues during the month.

At the Delaware Turnpike, June traffic estimates were not available.

"We carried 1,416,782 vehicles in June 1978, and we're estimating we lost about 5 percent of that traffic last month," said Basil R. Battaglia, chief of turnpikes.

He said firm figures would be available later this month.

The Morning News, Wilmington, Del., Monday, July 9, 1979 •

checkback

Emergency phones on I-95 are nothing to depend upon

Checkback is a weekly feature of The Morning News *which attempts to answer the question, "Whatever happened to . . ."*

A number of emergency phones are strategically located along I-95. They don't work. They haven't worked for years.

The phones were part of an emergency communications system installed eight years ago by the West Palm Beach, Fla., firm of Burnup & Sims at a cost of $235,000.

Turnpike officials claim the phones never worked properly. In 1975, the system, riddled with continuing problems, was turned off. The next year, the state sued Burnup & Sims for $317,000, claiming breach of contract.The suit will be 3 years old at the end of this month, and the matter has never been settled.

"We're still in the process of discovery," said deputy Attorney General Malcolm Cobin in a recent interview. "There is very little to report about the suit."

The state Department of Transportation is claiming in the Superior Court suit that the Florida-based company never adequately repaired the system during the one-year warranty period, when the deficiencies and defects first showed up.

In 1973, the state spent another $85,000 to have the system repaired by another electronics firm. Despite those repairs, the emergency phones never worked.

The Florida firm responded to the state's suit, claiming that it performed its part of the bargain adequately. It blamed the malfunctions on poor supplies. Under its contract with the state, Burnup & Sims was to have furnished all labor, equipment, material, and expertise.

According to Cobin, since the suit was filed, four other companies, subcontractors involved with materials and installation, have joined it. All parties involved are trying to gather evidence before going to trial.

"If people resist, we have to rely on internal litigation to get what we want," he said. That process can take up to six months.

Cobin said that civil suits of this nature take a long time to settle, and he doesn't think this case is unusually long.

While the legal manipulation continues, most of the 52 phones still stand along the turnpike. "When one is knocked down by motorists, we don't replace them, but most of them are still there," Victor F. Battaglia, head of the turnpike said.

And what about motorists who find themselves in a fix?

Battaglia said the road is patrolled hourly by personnel at the Exxon and Mobil gas stations at the turnpike service center.

In addition, the turnpike chief said CB Channel 9 is monitored both by turnpike employees and workers at the service center. Signs are posted along the road telling motorists this, he said.Added to this, of course, are the state police turnpike patrols which regularly cruise I-95.

So, Battaglia believes, help is never far away for those who need it. It's just that the phones don't work.

— By Jerry Hager

The News-Journal, Wilmington, Del., Saturday, Sept. 22, 1979

New turnpike bonds will fund road work

By NAN CLEMENTS

A new issue of Delaware Turnpike bonds to finance improvements for the interstate highway and its feeder roads is scheduled for sale by competitive bidding on Oct. 16.

Transportation Secretary Kermit H. Justice said he and a delegation of other state officials, including Nathan Hayward III, director of the office of management, budget and planning, were in New York City Thursday to complete arrangements for the sale of $29.95 million in turnpike bonds.

The bonds, authorized under H.B. 604 which passed the General Assembly on June 29, are part of a move to extend the turnpike's bonded indebtedness so tolls can be collected past 1980, when $6.45 million in outstanding bonds will be paid off. With continued tolls, surplus turnpike revenues will be available for DART, DAST and other transportation projects throughout the state.

The new bond issue, probably one of several, will pay off the outstanding bonds, finance road improvements and provide reserve account deposits to protect the bondholders, Justice said.

He said the turnpike should have no trouble selling the bonds because of its Aa rating with Moody's Investors Service Inc., a firm which rates the quality of debt securities. An A rating indicates a superior offering.

Moody's is due to issue a new rating for the turnpike on Oct. 1, but Justice said the rating probably will not change, since the new bonds will be backed by turnpike toll revenues, as were previous bond issues. Coverdale & Colpitts Inc. of New York City has projected that toll revenues will continue at levels which will guarantee payment of the bonds.

"We can pay this bond issue three times over, even though traffic has dropped this summer with the gasoline shortages," Justice said. "But we feel that traffic will be back to normal in October as people begin switching to smaller cars and don't worry so much about the price of gas."

Justice said the consultant's report indicated the turnpike tolls could finance another $30 million to $35 million in bonds without difficulty, "but we could scale that down if traffic drops."

"We're almost certain to issue additional bonds if the traffic levels hold up," he said.

The new bond money will free state bond funds now designated for road projects on and around the interstates, Justice said. The turnpike will be widened with the money, and "feeder roads" such as Delaware 896 and Interstate 295, I-95 and I-495 would be improved.

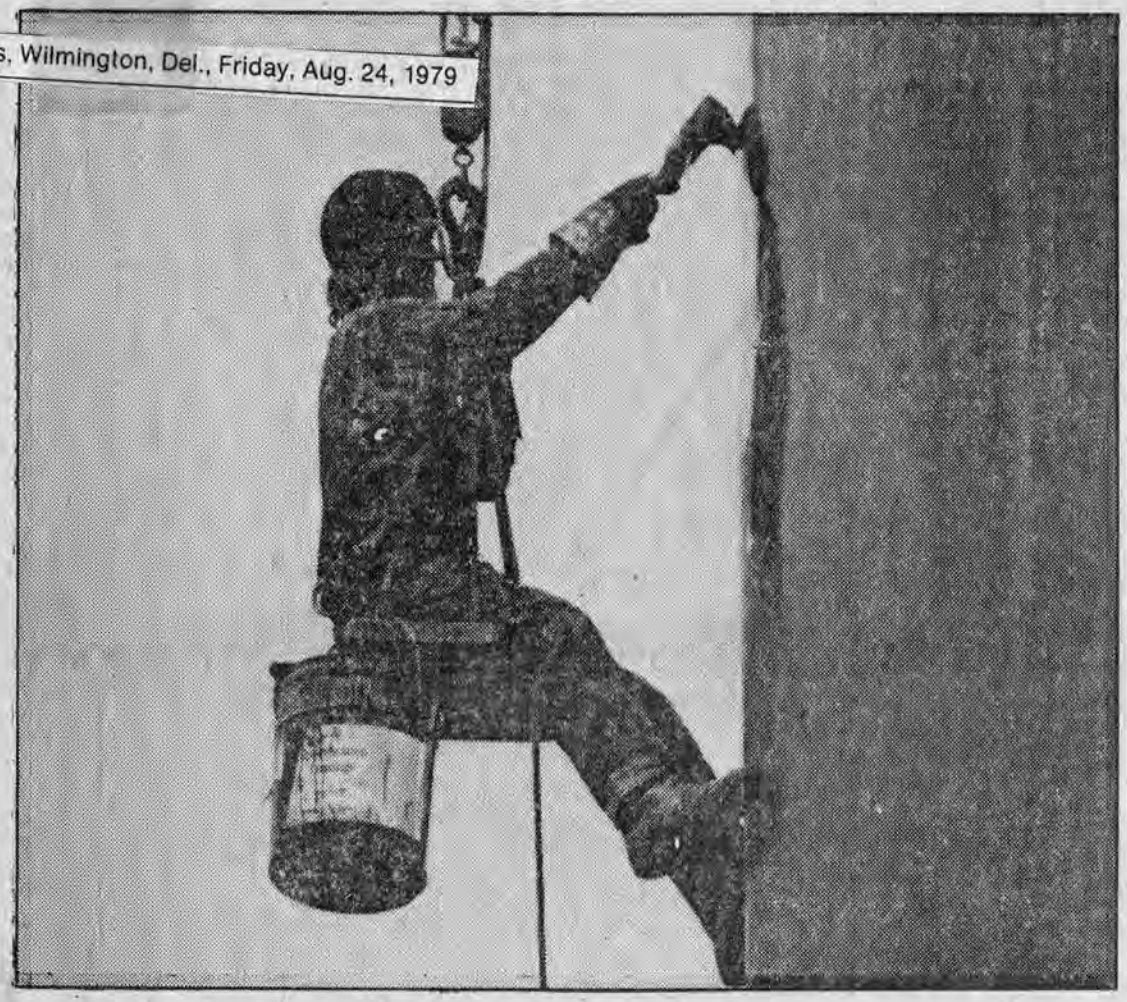
The money could also be used for new interchange construction on I-495 at 12th Street and an additional exit between 12th Street and the junction of I-95 and I-495, he said.

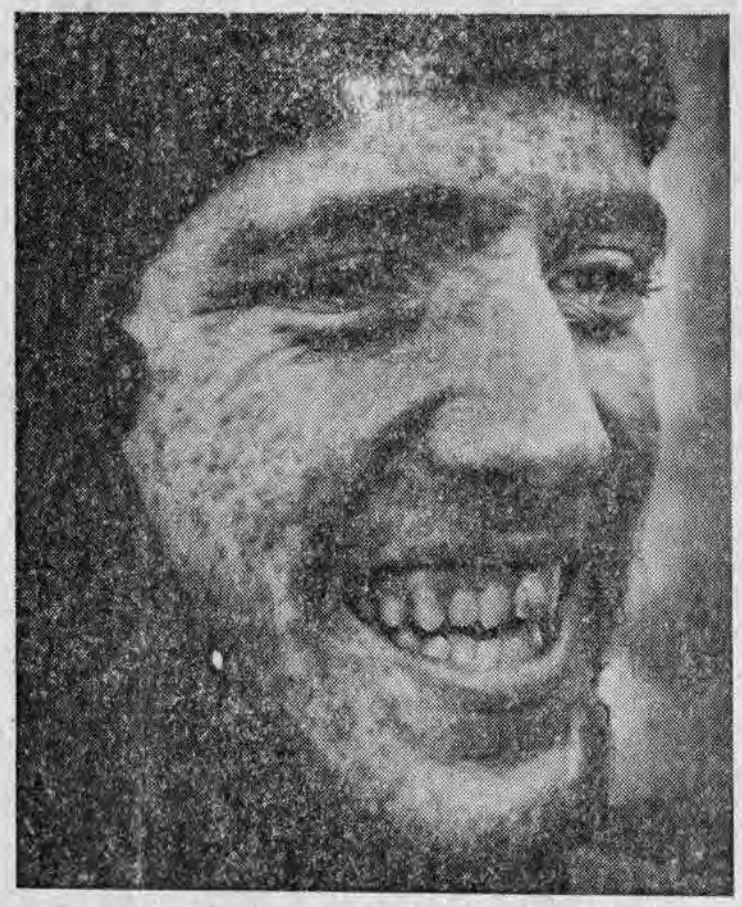
The enabling legislation for the bond issue also includes a reorganization of the Delaware Authority for Regional Transit and the Delaware Authority for Specialized Transportation, which will become part of the turnpike's governing Delaware Transportation Authority on Oct. 1.

Heist suspent caught

Afraid of heights? They brush it off

The Morning News, Wilmington, Del., Friday, Aug. 24, 1979





Clockwise from top, Dave Paitsel, 22, paints a light pole at an I-95 service area near Newark. Paitsel, who works for Marinis Brothers of Wilmington, claims he can do two of the poles in a day. One of the hazards of the job, along with the drop from the top, is loose paint, but Paitsel grins through it all. He nears the bottom of his pole, while Nick Kirtkos, behind him, still has half his steps to go.

Staff photos by Chuck McGowen

State to try 24-hour approach in Del. Turnpike work

By NAN CLEMENTS

A contractor will work around the clock to prepare a portion of the Delaware Turnpike for paving.

State Transportation Secretary Kermit H. Justice said the work schedule, requested by the contractor on the $900,000 job, would be a good test of "a new approach to highway construction in Delaware."

Other states seldom go round-the-clock on highway jobs because it usually costs more, and a spokesman for Delaware contractors called the practice "dangerous" and detrimental to quality.

"It's like trying to paint a house at night, holding a paint brush in one hand and a work light in the other," he said. "It just doesn't work, and you do a lousy job."

Maryland's Department of Transportation routinely requires contractors to work at night on heavily traveled roads but tries to avoid 24-hour work because it's "horribly expensive." So says Thomas O'Neill of the department's bureau of maintenance.

"Contractors, particularly those with union help, can't submit a reasonable bid for 24-hour work, because they run into all kinds of overtime, double time and shift work," O'Neill said. "We try to restrict 24-hour schedules to emergency work like we had after Hurricane David."

O'Neill said night work can be dangerous unless the area is well lighted. "That's why we try to work nights only on roads ... which carry heavy traffic during the day, because it's safer to work on them at night when the traffic is lighter," he said.

Justice said he, too, is concerned about the safety of night work.The contract is for 2.5 miles of the turnpike between Delaware 896 and the Maryland line, a well-lighted area, he says.

"Night work hasn't been successful in most places, but we agreed to let the contractor try it here to see if we can do it in selected places," Justice said.

Justice said he had been thinking about 24-hour work after several legislators suggested it as a means of making highway work more efficient.

"The contractor's request came along at just the right time, as far as we're concerned," he said. "It will give us a chance to try it."

William Gahres, who will supervise the job for Neshaminy Constructors Inc. of Feasterville, Pa., said his company asked to go round-the-clock to expedite the work.

"We have 90 working days to do the job, and we expect to cut a considerable amount of time off that," he said. "By working around the clock, we can get the work done so we won't be tied up over the winter."

Gahres said Neshaminy has done several night jobs and noted the Pennsylvania Turnpike requires contractors to work at night. "We'll have more than enough floodlights and safety markers to protect both motorists and workers," he said.

Neshaminy will start work tomorrow on the job, which came in about $30,000 under the engineers' estimate. Lane restrictions will be in effect throughout the work period.

Justice said the test could result in legislation requiring the Highway Division to get two quotes for some work, one based on daytime work and another on a 24-hour schedule.

"If the turnpike experiment proves successful, the state may well have found one more means by which to further enhance the efficiency with which state highway construction projects are executed," Justice said.

opinion

The Morning News, Wilmington, Del., Tuesday, Sept. 18, 1979 • • Page 8

The intangible benefits

A new approach being undertaken by the state's Division of Highways may pay off in intangibles whether or not the actual practice proves to be a success.

Secretary of Transportation Kermit Justice and his top aides are supporting a contractor's request that his firm be allowed to proceed on a 24-hour work schedule for preparation of a 2.5 mile section of the Delaware Turnpike for paving.

The plan obviously is an experimental one as far as Delaware is concerned and a spokesman for Delaware contractors already has quoted odds against success.

Certainly such work needs to be done under conditions of maximum safety. The stretch of road involved is, apparently, sufficiently well-lighted to assure the contractor—who after all must be responsible for on-site conditions.

Despite the contractors' spokesman's description of the general experience in such efforts, it isn't necessarily so that they have to result in "a lousy job." Other states have required highway work to be done at night, and the round-the-clock concept deserves a careful trial, with the understanding that taxpayers will not be responsible for staggering overtime payrolls just to allow a contractor to finish his job quickly.

That factor—quick completion of the job—is important in itself, however.

The average motorist, the lay person in the field, understands little and cares absolutely nothing about the problems of the contractor.

What he sees from his crawling automobile at many road project sites are scenes of little apparent activity, and he is interested primarily in why the project is not being finished as quickly as his untutored mind tells him it should be.

The floodlighted scene which apparently will be presented between Delaware 896 and the Maryland line, as this Pennsylvania contractor tries the 24-hour work day concept, should help persuade the motorist that urgent measures are being undertaken in his behalf.

There may be other problems to such night-time construction which remain to be discussed. For example, in the aututmn and early winter will temperatures after dark be sufficiently different to affect the work. It will have to be tested. Perhaps more intensive inspections will be needed to assure the highway officials that standards are being met.

But at least let us give this innovative approach a fair trial. Secretary Justice's idea that, if it works well enough, future state projects might require bidding on both straight-time and around-the-clock bases also deserves consideration.

The turnpike work is going forward. The work to get the Augustine Bridge crossing of the Brandywine back into service finally is showing concrete signs of progress. With such developments it might be possible to persuade Delawareans that somebody actually cares about their needs.

That prospect should make a little experimentation, a little break with tradition, worthwhile.

Turnpike bond bid OK'd

A group of underwriters led by First Boston Corp. won the bid to sell $23 million in Delaware Turnpike bonds yesterday, but the state will have to pay an unexpectedly high interest rate for the money.

First Boston submitted the lowest bid of four underwriting firms. But the 7.888 percent net interest rate, or about $36.9 million in net interest costs, was so much higher than state officials anticipated that they debated whether to accept the bid for more than an hour in a closed meeting.

An informal pool among state officials placed the expected interest rate at a high of 7.85 percent and a low of 7.58 percent, according to Nathan Hayward III, director of the state office of management, budget and planning.

James T. Cavanaugh, a partner in Alex Brown & Sons of Baltimore, the state's financial adviser in the sale, blamed the long debate on "very chaotic" capital markets in the wake of the Federal Reserve Board's new tight-money policy.

State officials said the financing, to be used to resurface and widen interstate highways and their feeder roads, couldn't be postponed beyond February.

Escalating construction costs and an estimated $50,000 in costs of resubmitting the bond issue for bids "basically weighed in favor of acceptance," Hayward said.

"We can't reasonably expect to better the bid at a later time," commented Kermit H. Justice, state secretary of the Department of Transportation.

Moody's Investors Service Inc. gave the bond issue an A1 rating, shaving a hair off the previous five-year's issue rating of Aa. Standard & Poor's Inc., which had not rated the previous issue sold in 1976, gave the new bonds an A-minus. Maturities for the bonds range from 15 to 30 years.

The state will receive $22,658,265.15 plus accrued interest from the underwriters by Nov. 1.

11/79

Delaware by Al Cartwright

9/28/80

Good person of the month: **Fred Hutchison** of Newark, a toll sergeant at the Delaware Turnpike plaza.

On duty one evening, Hutchison fielded a phone call from a frantic man in Baltimore. He was en route to Florida and had suddenly missed his wallet. He missed even more the $500 that was in it. He remembered driving over the rumble strips that warn motorists to slow down for the toll plaza in Delaware, and thinking that the resulting noise was caused by a possible tire defect. Pulling to the side of the road, he got out to check the tires and thought that was when he lost his wallet. Had anyone discovered such an item and, incredibly, turned it in?

Hutchison said no, but he'd take a look around first chance he got. The frantic guy said he'd call back.

Flashlight in hand, Hutchison searched the road — and found the wallet with the five Cs in it. An hour later, its owner — by this time in Virginia — phoned again and got the happy news. Hutchison wired the money and air-mailed the billfold to a Florida address — and refused the driver's offer to keep $50 as a reward.

• • •

Wilmington woman, 52, dies in crash on I-95

Morning News 9/7/80

A Wilmington woman was killed yesterday when her car struck a truck on Interstate 95, spun across the median strip and collided with another vehicle, state police said.

Police said Josephine D. Gagnon, 52, of the 200 block Stroud St., was traveling south on I-95 when her car hit the right side of a truck near the Basin Road interchange. The car then crossed the path of the truck, which struck the vehicle on its right side. The second impact sent the car into a spin. It veered across the median and onto the northbound lanes, traveling backwards, and was struck by a northbound car.

Police said a motorist not involved in the crash reported that Mrs. Gagnon's car had been moving erratically before the double collision at 10:25 a.m. She was pronounced dead at the scene by a New Jersey physician who was driving by at the time. Police said she was driving with a cast on her right arm from a previous injury, adding they didn't know whether that contributed to the accident.

The driver of the northbound car, Adolph B. Sokolowski, 50, of Baltimore, his wife, Rose Marie, 48, and a daughter, Laura, were treated at the Delaware Division for minor injuries.

The truck driver, James I. Taliaferro, 28, of Hampton, Va., was not injured.

Police said the crash is still under investigation. No charges have been filed.

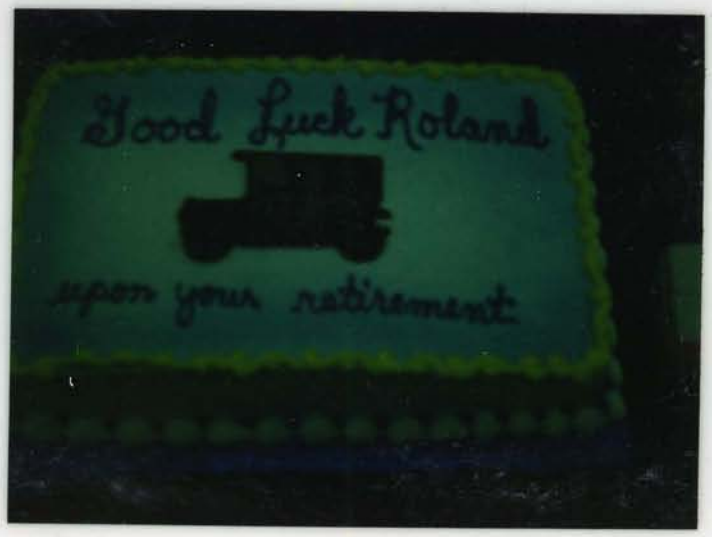
Christmas Party 12/80

12/22/80

12/22/80

12/22/80

3/31/81



MORNING NEWS - 4/7/81

Turnpike tolls to be boosted, authority says

Dover Bureau

DOVER — Tolls on the Delaware Turnpike will increase April 15, the Delaware Transportation Authority has announced.

The charge for cars will go from 50 cents to 75 cents, and the toll for five-axle trucks will increase from $1.25 to $2.

Tolls last increased for automobiles in 1976, when a dime was added to the 40-cent charge. Truck tolls have been constant since 1974.

According to John E. Richter, planning and engineering chief for the authority, the increase will result in an estimated $3 million to $4 million in additional revenue each year.

Tolls are expected to produce about $13 million during the fiscal year which begins July 1.

Revenues are used to pay for turnpike operating and improvement costs and debt service, as well as to subsidize such transportation operations as the Delaware Authority for Regional Transit and the Delaware Administration for Specialized Transportation and other local transit operations.

Local turnpike users will still have free access to the highway.

Sunday News Journal, Wilmington, Del., August 9, 1981

Those old toll booths on I-95 coming down

By STEVE MARSHALL
Staff reporter

Those unused toll canopies at the Christiana, Stanton and Churchmans Road interchanges along Interstate 95 won't be gathering cobwebs much longer.

But the toll booths at the Delaware 896 exits will stay — they'll be needed to begin collecting tolls again from trucks exiting the interstate to avoid paying at the Maryland-Delaware line.

Crews have already started tearing down the unwanted booths in a project that should take one month and cost almost $234,000, said Rhea C. Weinberg, spokesman for the state transportation department.

"It should allow better traffic flow at the interchange, and it's a big safety improvement," Ms. Weinberg said. There have been no major accidents reported at the canopies since the tolls were discontinued in 1976.

"The project has been [planned] since the tolls were taken out," Ms. Weinberg said. "It's been a matter of priority."

In the first phase of the project, the booths will come down where Christiana Mall traffic feeds into the northbound I-95 ramp and the Delaware 273 exit of southbound I-95. The canopies and concrete islands are being eliminated and crews will resurface the areas, Ms. Weinberg said.

The next to be removed are toll-taking equipment, bumper blocks and a canopy at Delaware 7 and a canopy at Churchmans Road, Turnpike Director Basil R. Battaglia said.

But at the Delaware 896/Newark exits, Battaglia said, turnpike workers will renovate the canopies and reinstate tolls for all vehicles having more than two axles. Cars and buses with two axles will pay no toll.

"The trucks have been bypassing the main plaza," he said, "tearing up the state roads, which are not constructed to take heavy traffic. The state has been spending a lot of money to maintain those roads. We want them to come back on the main road again."

He said consultants will advise on the type of toll equipment needed and the project should be completed in two months.

In another project running from next Tuesday through Sept. 3, Lancaster Pike between Hercules Road and McKennans Church Road will be closed to traffic by the state highway division.

Marcozzi Enterprises Inc. of Boxwood Industrial Park will replace a bridge at a cost of $68,427. A crack had been discovered in the bridge, Ms. Weinberg said.

(2) 273 — Rt 7

C14 • • The Morning News, Wilmington, Del., Tuesday, May 12, 1981

Bill would take toll on trucks

Dover Bureau

DOVER — The Delaware Turnpike Authority estimates it is losing almost $840,000 each year because truckers are taking back roads around the toll plaza at the Maryland-Delaware line to avoid the $2 toll.

In the process, the trucks — over a thousand a day, according to a consultant's estimate — are adding to traffic congestion and increasing wear and tear on Delaware 896 and U.S. 40.

The solution to these problems, the authority hopes, is H.B. 236, introduced last week by Rep. Phil Corrozi, R-Tybrook.

The bill would allow the authority to collect tolls from all vehicles with more than two axles at the Delaware 896 interchange, where truckers are getting on and off the turnpike for the detour of a few miles. The other end of the detour is Maryland exit 9 on the other side of the state line.

The legislature closed down automatic toll collection facilities at turnpike exits about five years ago. Before the machines were taken out, the toll for cars was 15 cents and for trucks, 40 cents.

The consultant who studied the problem estimates annual authority revenues would increase about $800,000 if the toll at the interchange was $1. Some truckers would stay on the turnpike because the detour was no longer such a bargain and some would pay their dollar at the interchange the consultants figured.

VOL. 1 NO. 3

DELDOT DISPATCH

DELAWARE DEPARTMENT OF TRANSPORTATION

OCTOBER 1981

Keeping the turnpike moving

Collecting tolls on the Delaware Turnpike can be a sometimes rewarding, other times frustrating, but most times unique career. Greeting car after car and truck upon truck is rewarding when you begin to establish relationships with the motorists as they come through Delaware. Toll collectors discover how "plain nice" people can be when all you have is a smile for them as you take their fare. On occasion, however, particularly when traffic is backed up, toll collectors must deal with rude and unhappy motorists. Those days "I'm flabbergasted when someone says have a nice day or thank-you," said collector Kate Jones.

Why is a simple polite remark or a smile so important to these people? Perhaps built into the job is the fact that Delaware collectors are taught to be courteous to the public and assist those travelers looking for information. Remember these people truly represent Delaware to citizens from all over that travel our highways. As Senator Biden once said to one of the collectors, It's nice to receive a thank-you and a smile when you pass through Delaware. Such amiable behavior responds best when returned.

According to Joe Rybicki, Toll Collection Supervisor, toll collectors report to the toll sargent at the start of the shift and log in. The collector is given a key identifier, change, money bag, the necessary paper work, and is assigned one of the six manned booths. "For the next eight hours, he/she must take care and concentrate, making sure to hit the right button classification, collect the appropriate amount for the toll, and supply the correct change," said Rybicki. This must be done for a daily average of 43,500 vehicles coming through the booths. At the end of the shift, the collector counts the money and reconciles the forms. In a given month, they are allowed only a $5 shortage. After that they must pay the difference to the Turnpike. In conjunction with the toll collector's job is the position of toll sargent. There are four toll sargents that alternate the three shifts in the 24-hour operation at the Turnpike with two break sargents to cover in their absence. Fred Hutchinson, day shift sargent, explains he has many responsibilities to tie the operation together. Because they are dealing in large quantities of money, there are numerous procedures to follow and a lot of paperwork to deal with. In addition, they too must deal with the public. "People come in and cry to you about money. I loaned a guy a dollar last week, and he sent it back. Once a girl on her way up from school in Florida needed money. I lent her $5 and she sent me a letter of thanks and my money back," says Hutchison. Hutch also found a man's wallet with $400 in it. Although he did not accept the man's reward offer of $50, he did receive a special commendation for this deed. The nature of the job, it's emphasis on public contact, guarantees the unusual can and will happen. There have been lost chickens, turkeys, ducks and cats found hanging out at the toll booths. When the automatic booths are cleaned out, a wide vareity of items have been found. Sluggs, numerous coins, sandwiches, ice cream, articles of clothing, and wedding rings have been retrieved. This does cause problems and damage to the machine. "The worst thing is chewing gum," said Hutchison. "The only thing that takes it out is furniture polish."

Reinstituting Tolls at Route 896

In the next six months, tolls will be reinstated, for trucks only, on the turnpike at the Route 896 interchange.

A study last year found that trucks have been bypassing the turnpike toll barrier by using Route 896, Elkton Road, and Route 40 as an alternate route. This has caused an unusual amount of heavy truck traffic on roadways with limited capacity. The turnpike toll barrier is one mile from the Route 896 interchange, and most of the trucks that avoid the toll are still using a significant portion of the turnpike. Recent legislative action will permit the Department to charge trucks utilizing the Route 896 interchange, making the detour a less economical alternative. The Department is currently considering plans to put the toll into operation.

MORNING NEWS 10/26/81

Irma Janvier, owner of Janvier Jewelers in Christiana Mall, talks to a state police officer after the robbery. The handcuffs robbers put on her dangle from her wrist. (Staff photo by Janet Worne)

Chase

• Continued from A1

Cpl. Beck said some of the loot was still in the car, while some of it had been thrown out on the highway. Police gathered up the scattered jewelry. "We recovered most all of it," said Beck.

The gun that had been tossed out of the car was loaded, although no shots had been fired, Beck said.

Police traced the car registration and learned it had been stolen Saturday night at Baltimore-Washington International Airport. Because of that, Martin and Cornish will face auto theft charges in Anne Arundel County, Md., in addition to the robbery charges, police said.

2 caught after I-95 chase

$50,000 taken at mall jewelry store

By PHIL MILFORD
Staff writer

Two Baltimore men were captured by state police after a wild, high-speed chase Monday on Interstate 95, just minutes after they allegedly took more than $50,000 in cash and jewelry from a store in Christiana Mall.

At one point, the thieves stopped and dutifully paid their money at the Delaware-Maryland toll plaza, but a pursuing New Castle County policeman didn't bother.

As the bandits raced south, they left a trail of jewelry along the heavily traveled highway, according to police. Most of the loot was later recovered.

The two suspects were being held as fugitives Monday night at the John F. Kennedy Highway state police barracks in Perryville, Md. When they are returned to Delaware, they will face charges of robbery, conspiracy and possession of a deadly weapon during a felony.

Delaware State Police identified the driver as Gregory D. Martin, 23, of the 6100 block of Toomey St., Baltimore, and his passenger as Leroy G. Cornish, 19, of the 900 block of E. Pratt St., also of Baltimore.

The robbery occurred about 10:15 a.m. at Janvier Jewelers in the sprawling shopping center, off I-95 at Delaware 7.

Angela Moore, 49, a Janvier saleswomen, told a reporter who phoned the store minutes after the robbery, and before police arrived: "We're still handcuffed to the cabinets."

Ms. Moore explained that nobody had been hurt, and that the bandits at first appeared to have some jewelry to sell.

Cpl. Barry I. Beck of the Delaware State Police and Lt. Stanley J. Yackoski of the New Castle County Police gave the following account:

The store was open for business when two men walked in and asked the owner, Irma Janvier, 51, if she would weigh a gold necklace for him. As the woman walked to a rear office where the scales are kept, the strangers followed.

One of them pulled out a semi-automatic pistol and handcuffs. The men manacled the owner and the saleswoman to a filing cabinet, opened the office safe, then removed watches, rings, gold chains, $2,000 in cash and other items with a total value of more than $50,000, police said.

As the pair ran to the parking lot, a witness saw them and followed. She saw them get into a dark-colored Ford Torino with a Maryland license plate and speed toward the interstate exit. Meanwhile, someone dialed 911.

Police at the regional communications center broadcast a general bulletin for the getaway car about 10:21 a.m. County Patrolman Michael McFadden was on patrol at the time in the Harmony Road area.

McFadden raced to Interstate 95 and spotted a two-tone blue Torino with two men inside, stopping to pay their money at the toll plaza. As the men pulled away, they noticed the police cruiser. They heaved some jewelry and a pistol out the window, then sped south into Maryland. McFadden radioed for help.

Maryland State Police had been alerted, and they joined the chase about 3 miles south of the Delaware line. McFadden and Maryland troopers managed to force the car to the side of the road and arrest the two occupants without further incident.

• See CHASE [A6]

Morning News 11/5/81

Driver hurled from truck, hit by auto

A Castle Hills man was thrown from his truck onto the southbound lanes of Interstate 495 and was run over by a car Wednesday afternoon, state police said.

The victim, Alfred A. Verucci, 47, of the unit block of Arden Avenue, was listed in serious condition Wednesday night in the Delaware Division.

Police said Verucci was driving south on the interstate highway about 3:13 p.m. when he came upon a state Division of Highways truck stopped in the left lane. He tried to avoid hitting the orange dump truck, but the left front of his vehicle hit the truck and spun around, police said.

Verucci was thrown from his truck and landed on the road, where he was run over by a car driven by Iray Hall, 39, of the 100 block of Parma Ave., Overview Gardens.

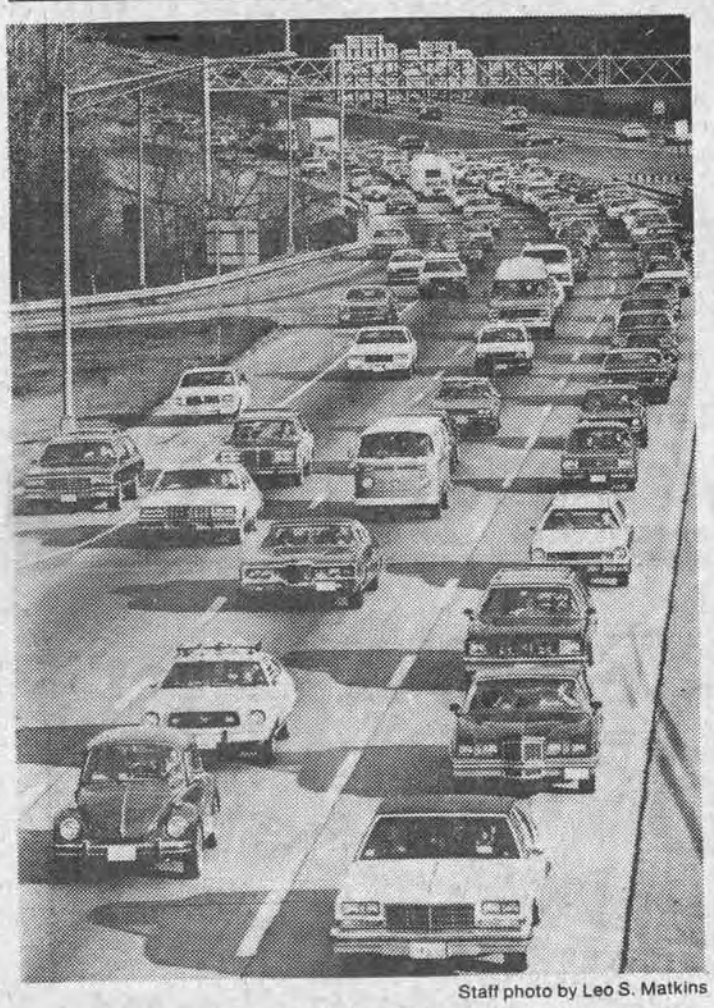
Police said the driver of the state highway truck, Robert Miller, 26, of Capano Drive, Newark, had stopped to pick up debris on the roadway.

The accident closed two of the three southbound lanes of the road for 2½ hours, police said.

No one else was injured in the crash, police said.

Police haven't completed their investigation. No charges have been filed.

The P.M. report



Staff photo by Leo S. Matkins

Traffic on the Delaware Turnpike, shown here heading south near Delaware 896, backed up for five miles southbound and four miles northbound for most of the day Sunday afternoon and evening.

State's holiday traffic heaviest since '66

The Delaware Turnpike Authority reported its heaviest traffic volume since 1966 Sunday as Thanksgiving weekend travelers headed home. About 80,000 vehicles passed through the toll booth near the Maryland state line Sunday, bringing the Wednesday-through-Sunday total to 305,700.

For the holiday weekend, there were 364 fatalities nationwide, well below the death toll of 580 predicted by the National Safety Council. The only weekend highway death in Delaware is still under investigation. Kenneth W. Crouch, 29, of 425 Troy Ave., Woodcrest, was struck by a car Wednesday night while walking across U.S. 40, near Delaware 896 at Glasgow.

VOL. 1 NO. 4

DELDOT DISPATCH

DELAWARE DEPARTMENT OF TRANSPORTATION

DECEMBER 1981

Brenda J. Harris

Lets Talk Weather

Delaware set the track record for being number one when it was the first state to join the Union. In keeping with that pace, Delaware was the first state east of the Mississippi to install a weather radio at an inter-state rest area.

Under the direction of Secretary of Transportation Kermit Justice, Transportation and weather officials designed a telephone communications system to inform motorists of weather conditions. Since March of 1980, travelers have been stopping at the Hot Shoppes Restaurant facility and listening to the latest broadcast of weather radio.

The weather radio system and warning program is still in its infancy. "The network got its biggest boost," said Marion Peleski of the Delaware Radio Station, "when then President Nixon declared it the official government radio system for both potential natural disasters, and nuclear accident warning." There are now 333 national stations broadcasting weather information to a possible listening range of 90% of the United States' population. Young, yes, but the system has grown rapidly and carries quite a responsibility.

Beat out only by a couple western states, Delaware was innovative enough to see the value of the system. It was only about two or three years ago, according to Peleski, "that someone got the bright idea to funnel weather information to travelers on the interstate highway system." And so a transmitter was installed at the turnpike service area.

The mechanics of the system are relatively basic. The local National Weather Service has a console where weather information is recorded on tape. Each tape is sequenced with a different piece of information. This makes it easy to update the forecast. Recorded messages are simply transmitted and received via a telephone radio system at the turnpike service area.

Not only does the weather report provide temperature, forecast, and weather conditions, but it also is keyed into marine and agricultural messages when appropriate. Two separate telephones are in use. One for northbound motorists which reports weather information from Philadelphia, S.E. New Jersey, and Delaware. Southbound traffic hears information from the Baltimore area.

"The phones are in use constantly," said Basil Battaglia, Turnpike Administrator. "It was a well spent investment," he explained. The system cost about $500 in equipment.

Evening Journal 12/1/81

Chemical truck crashes in Md.

Section of I-95 shut

NORTH EAST, Md — A tractor-trailer carrying containers of hazardous chemicals was ripped apart in an accident with a car this morning, forcing the closing of heavily traveled Interstate 95.

State police at Perryville said the section of highway may not open until after dark tonight.

Southbound traffic was being diverted from the interstate at the Elkton exit, and northbound traffic was diverted at the North East exit, police said.

The mishap occurred in the southbound lanes just after 8 a.m., according to police and dispatchers at the Cecil County Fire Board in Elkton. The North East Fire Company was ordered to stand by at the scene.

Police said the truck, operated by Carolina Freight Inc., was being driven south when the accident happened north of the North East off-ramp. The driver was not identified.

Police said several people were taken to hospitals, but they are not sure of the seriousness of the injuries.

Police were keeping everyone away from the damaged truck today, until experts on hazardous chemicals could be brought from Washington, D.C. Police said the truck contains "multiple hazardous substances," including abrasives, formic acid solution, phosphorus solution and carbon peroxide.

Authorities were advised by hazardous waste consultants not to attempt to move the vehicle. Its cargo will be transferred to another truck later in the day.

Morning News - 12/2/81 - Front Page

Crash closes lanes on I-95

This tractor-trailer and a car collided on an ice-coated section of I-95 near North East, Md., Tuesday morning, closing the southbound lanes of the highway for most of the day. The truck was carrying three drums filled with hazardous chemicals and although its trailer was ripped apart, none of the chemicals spilled. The drivers of both vehicles were treated for cuts and scrapes at Union Hospital in Elkton, Md., and released. (Staff photo by Chuck McGowen)

12/18/81 Waterworks

12/18/81 Waterworks

12/18/81 Waterworks

12/18/81 Waterworks

12/18/81 Waterworks

12/18/81 Waterworks

12/18/81

12/18/81

12/18/81

12/18/81

12/18/81 - Waterworks

12/18/81

12/18/81

12/18/81

12/18/81

12/18/81

12/18/81 Waterworks

12/21/81

12/21/81

12/21/81

12/21/81

Truck driver is killed on I-95

A 40-year-old truck driver from Alexandria, Va., was hit by a truck and killed Monday night, while walking along the right lane of northbound Interstate 95 north of Basin Road to inspect his tractor-trailer, state police said.

The name of the man was being withheld by police because his family had not been notified, police spokesman Cpl. Barry I. Beck said.

Police have not charged Charles Petrovia, 43, of Philadelphia, the driver of the truck that hit the man. He was being treated at the Delaware Division for shock.

Beck said Petrovia and the dead man were traveling north in a convoy on Interstate 95 and had been in contact during the evening on their citizens band radios.

The dead man was hauling metal pipes. He got ahead of two other trucks in the convoy when he heard a noise coming from behind his cab, Beck said. He notified the others in the convoy and stopped on the right shoulder to investigate, Beck said.

As he was walking back along the shoulder of the road, he was hit by the front and a metal step on the side of the truck Petrovia was driving. He was carried by the truck for an unknown number of feet and rolled to the shoulder.

He was pronounced dead at the scene by an employee from the state medical examiner's office, who told police the man died of massive head and chest injuries.

1/12/82 Morning News

Pa. man is arrested for drunken driving

A Landenberg, Pa., man was arrested for drunken driving after his truck crashed through the toll plaza on Interstate 95 south of Newark, and flipped end-over-end across eight lanes of the road, state police said.

Gregory F. McMahon, 19, was treated at the Newark Emergency Room for minor injuries after the 8:25 a.m. accident, police said.

Police said he was driving south when he approached the toll plaza. His truck hit a concrete barrier in a closed toll lane, hit the toll booth, crashed through an automatic toll gate in the next lane, bounced off another concrete barrier at the other side of the toll booth and knocked over a light standard before rolling from the southbound across the northbound lanes.

After his truck stopped, a small fire broke out, but a passing motorist put it out with a small fire extinguisher, police said.

2/27/82

April 14, 1982

Upper East Side residents fight I-495 connector

By MICHAEL JACKSON
Staff reporter

Less than three years ago, 31 Wilmington families were forced to move when vibrations from heavy traffic exiting Interstate 495 crumbled the walls and foundations of their homes and businesses.

The city bought and demolished 29 of the 41 properties that bordered 12th Street near the Amtrak Railroad Bridge and relocated the families elsewhere in the city. The remaining 12 properties were vacant houses or lots.

Now, residents of the upper East Side — the neighborhood between 13th and 16th streets from French to Poplar streets — argue that the same thing could happen to them if proposed plans to re-route I-495 traffic through their neighborhood to the downtown business district are approved.

City Department of Planning records show that the 12th Street Connector, as it has been called, was originally to run from the north side of the Brandywine across a new bridge to meet Poplar and Wilson streets near 14th on the river's south side. A new proposed route, presented last month to the city Planning Commission, calls for the new road to meet with Poplar at 16th Street rather than 14th.

Spokesmen for the East Side Neighbors Association and the Inner-Neighborhood Consortium told the planning commission last month that they were against the plan because it would bring heavy traffic to their neighborhood.

"We don't think it's fair to our neighborhood," neighbors association member Keith E. Morton said. "Our position is that the traffic will come in on 16th Street, and the only practical way we can see traffic exiting the city is to use Walnut Street.

"But Walnut Street already has enough traffic on it. . . . It's a major pedestrian, as well as vehicular, thoroughfare," Morton said.

He said the new street would "still create major disruptions in our neighborhood, for no apparent reason. [It] will cause traffic and safety hazards, and we just can't see why . . . it has to come through our neighborhood. . . ."

Michael I. Ferguson in the city planning department said the need for the connector depends on downtown development.

"If all the land that is commercially zoned is used at that [allowed] density, there would be a need for that connector to get people in and out of town successfully," Ferguson said. "And it's not unreasonable that all the land commercially zoned would be used that way."

The state has been working since the opening of I-495 in 1977 on improvement plans for 12th Street, to provide a better link between I-495 and Interstate 95. The 14th and Poplar streets route remains part of the state's 20-year traffic development plan, even though proposed improvements would take it through the construction site for the Elwyn Institute, a training center for the handicapped at 11th and Wilson streets.

The state has given the city three choices to remedy the traffic problem.

One is to leave the traffic pattern the way it is, with motorists left to find their own way downtown; another is to upgrade 10th and 11th streets to handle more traffic, and the third is the new 16th and Poplar route.

Ferguson said the planning department decided the traffic flow should be improved. But upgrading 10th and 11th streets could require demolishing some houses along those streets and prevent residential expansion in that neighborhood, he said. So the city's only option was the 16th and Poplar streets proposal.

The plan for a new road "minimizes dislocation and gets traffic downtown with a limited number of traffic lights and cross-traffic, and it also ties into the Brandywine Gateway project," Ferguson said. "This approximate route looks like it is workable."

Ferguson said he was aware of the controversy over the plan. But

• See CONNECTOR [B2]

Connector

• Continued from B1

the community's objections have to be balanced "against what's good for the city as a whole," he said. "It's our responsibility as professional planners to give our best advice."

Ferguson cautioned that even if the planning commission endorses the 16th and Poplar route, that doesn't mean the street will be built. He said the state's capital improvement budget will determine when and if the connector is built, and that budget needs legislative approval.

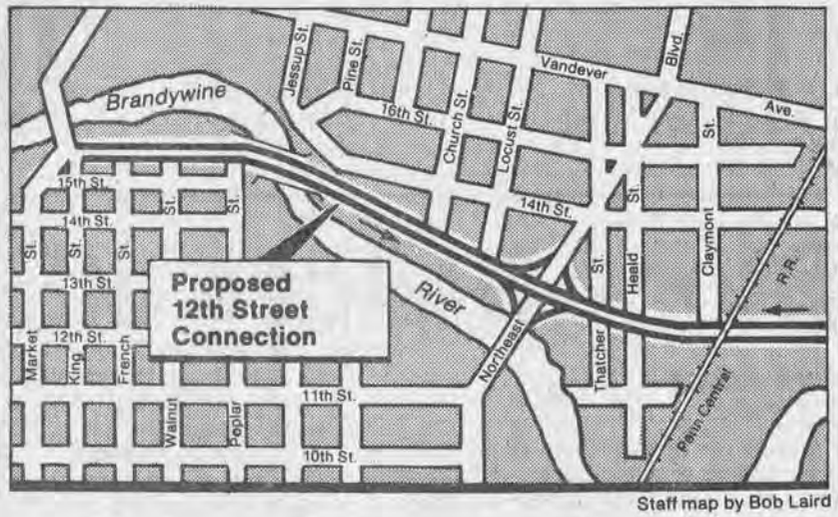
"One would think that it is at least five years down the road because there is no money for it in the [state's] five-year plan," he said.

Planning Director Donn Devine said there is no deadline for approval of a new connector route, but "everybody recognizes that the current [14th and Poplar] plan is out of date. I would like to get it corrected as soon as . . . a particular plan has a general community consensus."

Devine said the city's first priority is to rebuild 12th Street between I-495 and Northeast Boulevard. "It doesn't look like the state has any capital money for that project until somewhere down the road around 1986," he said. "It's a major construction project, and there's a limited amount of money available.

"But if that road [between I-495 and Northeast Boulevard] is approved and completed, there will be more traffic filtering to the central business district, and I am concerned about the effect on Ninth, 10th and 11th streets," Devine said.

Jeremy Alvarez, project manager for DACP Associates, a Philadelphia consulting firm hired by the state Department of Transportation to design the connector's route, said he told area residents attending community meetings from October 1980 to February 1981 that the improvements won't generate much new traffic.



Staff map by Bob Laird

"At the moment, 10th and 11th streets are used as a highway in and out of the city," Alvarez said. "One of the reasons for a new street is to remove the traffic from those streets."

Alvarez projected that the number of cars in the 16th and Poplar streets area will increase from 7,600 cars per day — counted last March — to 8,300 if the connector road is completed. But he realizes that neighborhood residents are skeptical of his figures.

"I think the community group feels the difference should be greater than that," he said.

The widening and upgrading of 12th Street and the construction of a new connector street along the Brandywine have been under consideration for more than a quarter of a century.

During the summer of 1956, Howard M. Lewis, a New York consulting engineer, presented the planning department with a proposal for a new road connecting northeast Wilmington with the downtown business district.

Lewis' plan — submitted before Interstate 495 was on the drawing board — called for a road built along the north bank of the Brandywine River to the 16th Street Bridge.

But that plan was filed away. Now, nearly 26 years later, the city's planning department has recommended a route designed by Alvarez for the state Department of Transportation, which is the twin of Lewis' plan.

"We didn't know about that [Lewis] plan," Alvarez said. "I guess he was ahead of his time."

Growth making I-95 interchange a busy one

Mall-like truck stop, two new plants in planning stages

A flurry of activity is taking place behind the scenes at the Maryland 279 interchange of Interstate 95 in Cecil County. The area is targeted for big growth.

An $8 million truck stop and branch plants from two of the area's major companies are in the planning stages, and 14 acres of choice property in front of the Cecil County Airport have recently been put up for sale.

"It's just a continuation of the development of interchanges down 95 from Philadelphia," said Michael R. Pugh, county planning director.

The popularity of the site is due to the ease of transportation to Baltimore, Philadelphia and Wilmington and because it is one of the few undeveloped interchanges on I-95.

Such development could mean big money for the county — and big problems.

At the intersection now are the Union 76 and Bingo truck stops, both generating truck traffic that has made nearby residents seethe and has sent motorists careening out of the way of barrelling 16-wheelers.

Truckstops of America, headquartered in Nashville, Tenn., and a subsidiary of Ryder Systems, wants to rezone 21 acres on the north side of 279 to build an $8 million mall-like truck stop.

The project, which is expected to create 200 local jobs, will include an 80- to 100-room motel, a Country Pride Restaurant, a Burger King, a general merchandise store, a maintenance shop, game room, lounge and separate fuel facilities for trucks and cars.

The Planning Commission recommended approval of the rezoning from agriculture-residential to commercial at its March 15 meeting. A public hearing will be held on the issue Monday at 1 p.m., after which the county commissioners will make a final decision.

The land Truckstops is considering is zoned agricultural and is located in what is an obvious business area. County officials did this deliberately so they could have more control over development there than they would if the land had originally been zoned commercial. This "zoning error" paves the way for a rezoning decision.

Cardon Oil, the company denied rezoning in December for a truck stop across from Union 76, later intended to build a $3.5 million convention center and motel on the site. It has now put the 14-acre plot in front of the airport up for sale.

The owner of the airport, Jane Stradley of Salisbury, has expressed some interest in purchasing the industrially zoned property and using part of it for an entrance road to the airport and part for development.

A spokesman for Cardon said the company has not received any offers for the land.

There are also future development plans in the works by area businesses.

W.L. Gore and Associates, Inc., based in Newark, Del., and maker of a variety of products containing teflon, owns 80 acres of land adjacent to the airport on the west side of 279 and on the north side of I-95. The company will begin planning the development of the site within a year, said associate Charles L. McAllister.

Construction of one plant could begin around the middle of 1984 and "long, long-range plans" include the building of a cluster of plants, up to five, at the site. said company attorney James D. Dykes.

The New Castle, Del.-based Rapidgear, which repairs and manufactures industrial gears, wants to move its headquarters to Cecil County and is aiming for 1984 for the start of construction on property on the south side of Maryland 279 and adjacent to Union 76, said Cresston R. Taylor, president of the company.

The county's planning department is spending $5,000 on a county study of the "problems and opportunities" in the Maryland 279 and I-95 area.

The "most crucial" problem with all this development is traffic safety, Pugh said.

Truckstops is considering installing a traffic light at Maryland 279 and Chestnut Hill Road and has also proposed the realignment of Chestnut Hill Road to make it more accessible to the truck stop's entrance.

Another option that Pugh has suggested is a service road parallel to Maryland 279 at the crossover near the entrance to Airport Road and Union 76. This would eliminate multiple entrances and exits from various businesses onto Maryland 279.

The advantage of the buildup, according to Pugh, is that this "light, clean industry will provide much-needed employment" to the county as well as a new tax base.

The growth also fits in with the county's 1979 comprehensive zoning plan, which targeted the area for industrial and commercial development.

Sherri Schaeffer is a staff reporter in the Newark bureau.

nday News Journal, Wilmington, Del., April 17, 1983

Fatal crash at toll gate

Speeding car strikes barrier

By CAROLYN M. PETER
Staff reporter

A young Maryland man who was fleeing police after he ran a toll booth in Maryland was killed Saturday evening when he smashed his white Oldsmobile into the Delaware Turnpike toll plaza at the state line.

Northbound traffic was tied up for miles as a Delaware State Police helicopter landed on Interstate 95 after the 7:30 p.m. crash. The victim, believed to be from Baltimore, was dead on arrival at Delaware Division of multiple injuries.

Police had not released the name of the victim, pending notification of next of kin.

Police said the car, which had eluded Maryland State Police at speeds of more than 100 mph, was stopped at the toll booth by a concrete barrier that had been installed to protect personnel manning the booths. The man was ejected from the driver's side of the 1967 Delta 88, thrown through the air and on top of a motorcyclist who was paying his toll.

The biker, one of four at the booths, left the scene uninjured and could not be identified by police.

New Castle County paramedics and Maryland State Police Trooper Charles Glassman, who had given pursuit, tried to revive him. Meanwhile, with most of the booths closed down, collectors took money by hand.

News Journal staff photographer Fred Comegys, driving back from photographing a Baltimore Orioles' game, said the speeding car shook him up as it passed him shortly before the toll booth. "I turned to my son Butch and said, 'This guy's going to kill himself,' " he recalled. "Then the police cars passed at more than 100 mph and I said 'We're going to see this guy at the toll booth.' "

Police gave this account of the incident:

The man, described as being in his late teens or early 20s, had sped through an occupied toll booth at the toll plaza in Perryville, Md., north of the Susquehanna River Bridge, and was pursued for 17 miles at speeds of more than 100 mph, according to Cpl. Barry I. Beck, Delaware State Police information officer.

Glassman, the Maryland trooper, chased him from the toll plaza to the Delaware state line. As the man drove north on I-95, he passed another patrol car that was stopped on the median, Beck said.

The driver of that patrol car, Cpl. William King, 36, also of the Maryland State Police, told Delaware troopers that the Oldsmobile passed his cruiser at such high speed that he felt his own vehicle shake, Beck said.

The car then crossed into Delaware and struck the concrete barrier a few feet before the booth in lane No. 9, third from the center, and the driver was thrown clear to the outermost lane, where the cyclist was waiting,according to Maryland State Police.

Motorists on the scene began administering emergency aid, a witness said. Paramedics and Glassman took over minutes later.

The helicopter arrived about a half-hour later.

Traffic at the scene was stopped completely while the chopper picked up the victim. It was backed up for at least an hour more when four of the six northbound lanes remained closed while the Fatal Accident Investigation and Reconstruction Team investigated the crash. Toll collectors stood outside the automatic toll booths to collect tolls since the occupied booths had to be closed down as police worked at the scene.

IN PERSON!

F6 • • • Sunday News Journal, Wilmington, Del., May 8, 1983

Roy Rogers

Wednesday, May 11 • 6:30-7:30 P.M.
Delaware Turnpike Service Area
I-95 between Routes 273 & 896
Newark, Delaware

Come join Lt. Gov. Michael N. Castle in greeting Roy Rogers as he comes to town to celebrate the opening of Newark's newest Roy Rogers and Bob's Big Boy Restaurants.
Come meet the King of the Cowboys and pick up your autographed picture.
Don't miss the fun—it's all free!

Roy Rogers®

Tastes too good to be called fast food.

6ers win again

Philadelphia 76ers shut down the Milwaukee ks 87-81 to win the second game of their A playoff series. Sports C1

lue Hens advance

Delaware women's lacrosse team beats William Mary 11-7 and advances to the quarterfi- s of the NCAA tournament. Sports C1

Roy Rogers ropes fans

From out of the past a legendary movie cowboy comes to Delaware to corral a crowd for a restaurant opening at which he signs autographs, yodels and, of course, sings "Happy Trails." Pace D1

Weather: fair, cool

Tonight: Clear and continued cool, low temperatures in the low to mid-40s.
Friday: Mostly sunny and warm, high temperatures in the mid- to upper 70s. **Details, B2**

Arts	D11	Editorials	A16
Business	C14	Lotteries	B2
Classified	B9	Pace	D1
Comics	D15	Sports	C1
Deaths	B8	TV	D2

EVENING JOURNAL

A GANNETT NEWSPAPER / WILMINGTON, DELAWARE / THURSDAY, MAY 12, 1983 / 112TH YEAR, NO. 175 / 25 CENTS

© 1983, The News-Journal Co.

Rogers

• Continued from D1

fans know that Rogers had his palomino, Trigger, his German shepherd, Bullet, and Evans' horse, Buttermilk, stuffed and placed on display at the Roy Rogers and Dale Evans Rogers Museum in Victorville, Calif.

"On stage once I was talking about Trigger," said Rogers, who tells his stories in a western twang, although he was born and raised near Cincinnati, Ohio. "I was telling people I had Trigger stuffed because I know what happens when you put an animal in the ground. And Dale looked over at me and said that she didn't want me gettin' any ideas about doing that to her."

Yesterday he told the crowd that his wife knows what to do with him when he dies — "to skin him and put him up on top [of Trigger]."

The marriage has also survived because of another saving grace: "I never believed my own publicity," he said.

These days, the couple spend their hours running the museum near their home and playing cards in the evening with friends. For his part, Rogers, who claims to be introverted and to shy away from large numbers of people, watches sports on television and goes bowling two nights a week.

And yes, he still hunts — he has shot just about every wild animal you can shoot — and still rides now and then. But his activities have been cut back as a result of triple by-pass surgery he had five years ago.

What's the secret to a succesful marriage? "Each side has to give 90 percent of the time and take 10 percent," said Rogers.

"You also need to respect likes and dislikes."

Rogers is also clear on how he'd like to be remembered. "I'd like to be remembered as a good famiy man and a good American," he said. "I love this country with a passion. . .I also have a saying that the only things I can take with me are the things I give away while I'm here. I'd like to give it all away before I go."

Staff photos by Pat Crowe

Roy Rogers dressed as the quintessential good guy at appearance Wednesday.

Rootin,' tootin' booster

Cowboy star visits restaurant near Newark

By GARY SOULSMAN
Staff reporter

THE ROOTIN' tootinest cowboy this side of the Pecos, the man with the crinkle-eyed smile and eyes blue as the Montana sky, came to Delaware Wednesday, not to lasso some wrangos, but to cut the ribbon on the largest Roy Rogers/Bob's Big Boy restaurants in the country.

Dressed in dark gray pin-striped pants tucked into new oxblood patent leather boots, a white cowboy shirt, a red neckerchief, and — won't you know it? — a white cowboy hat, Rogers looked like a real good-guy buckeroo.

At 5-foot 11-inches, Rogers, who was born Leonard Slye and became Dick Weston before changing his name to Roy Rogers, seemed close to his old riding weight of 165 pounds.

He seemed far younger than his 71 years as he sang ("Happy Trails"), yodeled, answered questions and signed autographs for an estimated 3,500 people at the restaurant complex on Delaware Turnpike (Interstate-95) near Newark.

Lt. Gov. Michael N. Castle, who met Rogers at the ribbon cutting, described him as "one of the finest and warmest human beings" that ever lived.

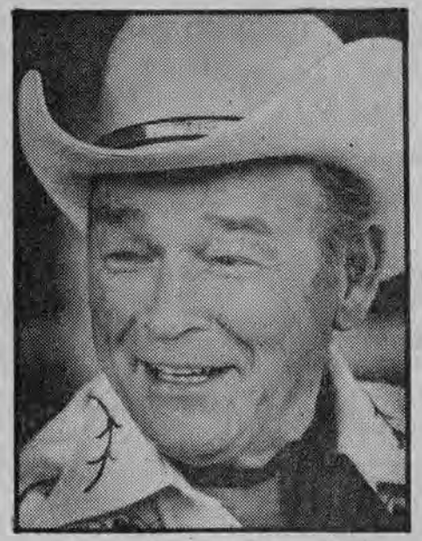
Apparently, Rogers' charm and all-American innocence still work wonders on those who grew up in the era of moviegoing when Saturdays belonged to Roy Rogers.

"I've got to go buy a Coke at least," said a middle-aged woman, who had just received an autograph, a handshake and smile from the King of the Cowboys outside Bob's Big Boy.

While many adults remember Rogers from movies and TV shows, he admits that many children think of him as a kind of Ronald McDonald, as a cowpuncher with no past.

Of course, such children are wrong. His past makes him an American phenomenon. Since starring in his first movie "Under Western Stars" in 1938, he made 87 musical westerns for Republic Pictures. For three decades, he was billed as America's favorite singing cowboy, recording songs such as "Hoofbeat Serenade," and "The Bible Tells Me So."

His half-hour western series ran on NBC for six years and was repeated in syndication for an additional 6½ years. For most of his career, he rode the prairie with Dale Evans, Queen of the West.



Cowboy idol Roy Rogers is 71.

Today wherever he goes fans ask about his gal.

"I talked to her on the phone on Mother's Day," said Rogers, who married Evans on New Year's Day in 1947. "I don't think I've missed a Mother's Day with Dale since we were married."

Rogers has been on the promotion trail for a week, helping the Marriott Corporation open a new restaurant on the New Jersey Turnpike and four in Washington, D.C. He also threw out the first ball with a handicapped child at a major league baseball game.

But this should come as no suprise, since Rogers has never been shy about promoting himself. "Between 1945 and 1965 I was second only to Disney in commercial articles," he said. "I had been approached several times about putting my name on a restaurant, but I wouldn't put my name on junk."

He will soon be promoting old Roy Rogers' movies that will be appearing on the new Disney cable network and, he adds, a Roy Rogers cartoon is in the works.

The restaurant deal was cinched at a country club, when his longtime agent, Art Rush, was approached by a Marriott corporate officer. That was 15 years, 300 fast-food restaurants, and millions of Double R burgers ago.

Yesterday, while Rogers was selling french fries and sodas to go with those burgers, Evans was back at the ranch in Apple Valley, Calif., where she has written 21 inspirational books on living the Christian life, on coping with the death of one's children (two of the nine Rogers children died in tragic accidents), and the joys of adoption (four of the children were adopted). She also has written on the birth and death of Robin, the mongoloid child they had together.

Rogers' marriage is another remarkable aspect of his career, in that he and Evans have been husband and wife for 35 years. When they tied the knot she was 28, twice divorced, with a teen-aged son. He was "a cowboy with three babies and 34 coon dogs," a widower.

"She took hold of those kids and did a beautiful job," said Rogers, who believes in love mixed with discipline. But, he said, "never whomp 'em when you're mad. If you've got to do it, wait til you've cooled down. Explain to them why you're doing it. There's a fine line between discipline and child abuse."

The marriage scared Evans at first. She was frightened of the responsibility that went with marrying Roy Rogers, a celluloid cowpoke loved by millions of children. She also came to realize, as she once told a reporter, that she was "aggressive and ambitious" and that she mistakenly considered herself self-sufficient.

When she allowed herself to feel self-doubt she understood the need for faith. "She took the kids to church and I said 'That's okay for you but don't get on my back,'" he said. "I had gone to church as a kid but I never really learned what it was about. At dinner time the kids would all take turn saying grace and I was afraid they'd ask me and I didn't know what I would do. Then one day I just up and said it."

In time, he reconciled himself to God and was led to join the Presbyterian church.

A sense of humor has also helped keep the marriage strong. For instance, many

See ROGERS — D5

VOL. 2, NO. 7

DELDOT DISPATCH

DELAWARE DEPARTMENT OF TRANSPORTATION

JULY 1983

King of the Cowboys Pages 4 & 5
DART Around Town Page 3
Memories of Lewes Page 7
Beepers Page 8

King of the Cowboys . . .

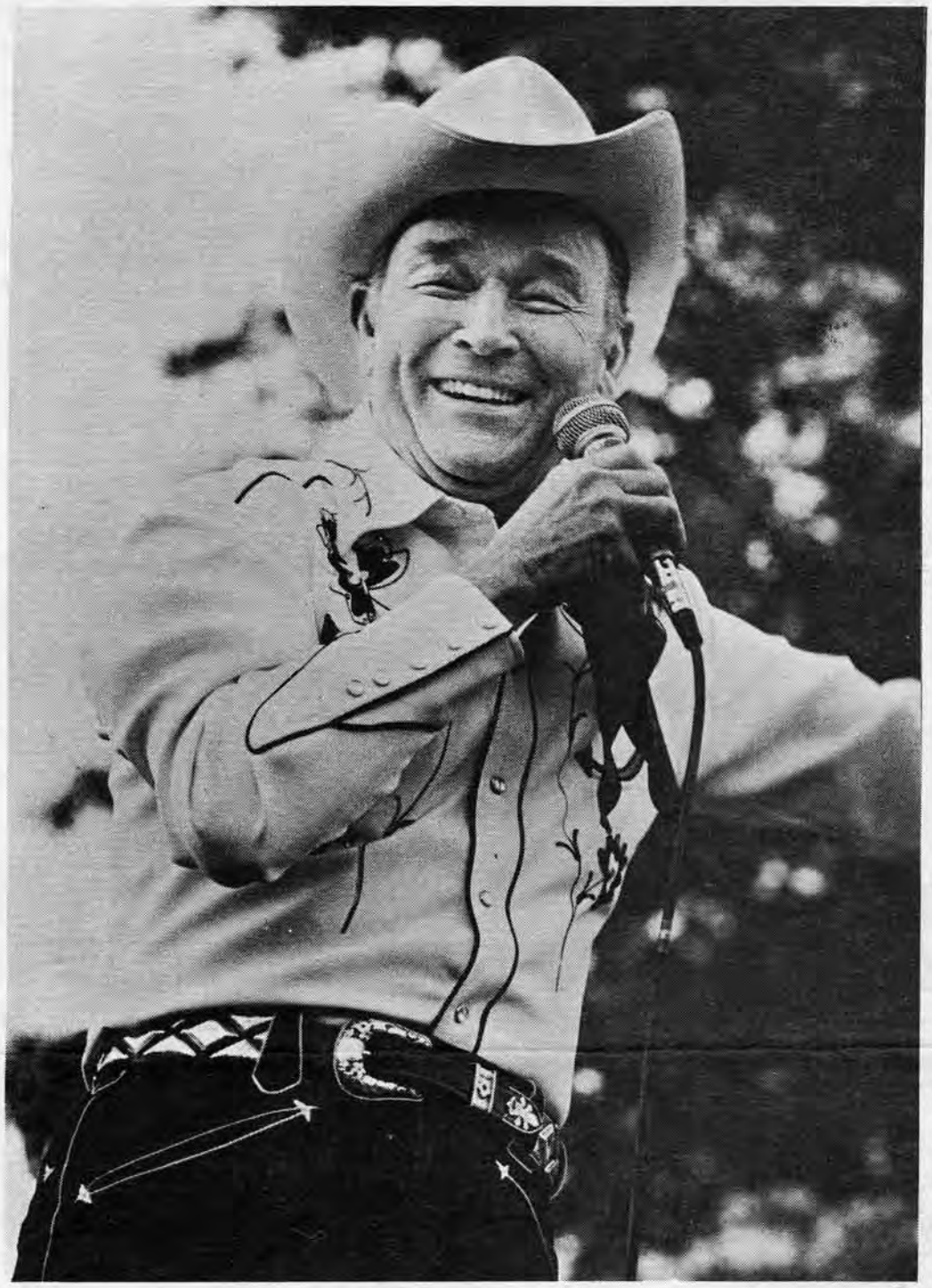


Photo by Tim O'Brien

King of the Cowboys

Lt. Governor Castle and Roy Rogers

Photo by Tim O'Brien

Secre

Roy Rogers, DTA Director Wallace, Secretary Justice

Cowboy King Captures Crowd

by Julie Tattersall

Roy Rogers himself was on hand to welcome a crowd to the grand opening of the new Roy Rogers' and Bob's Big Boy restaurants. Rogers was welcomed to the turnpike by Lt. Governor Michael N. Castle, Secretary Kermit H. Justice, DTA Director John B. Wallace, and Turnpike Administrator Basil Battaglia.

Nearly 1500 people turned out for the event. Many recalled with nostalgia Rogers' musical westerns and cowboy songs such as "Happy Trails", "Hoofbeat Serenade" and "The Bible Tells Me So." The ol' cowboy, white hat and all, sang to the crowd, had the crowd sing with him, answered questions and told stories for nearly an hour. His performance on May 11th was indicative of his friendly, down-to-earth nature.

Despite his fame, Rogers is a warm, personable man with a wonderful sense of humor. He laughed with the crowd and gave updates on his wife Dale Evans and, of course, his stuffed horse, Trigger. He seems to appreciate the simple things in life such as the rewards of a strong family life, hunting and bowling. Rogers was genuinely happy to meet his admirers and share his excitement about living with everyone present.

King of the Turnpike

The grand opening of the Delaware Turnpike's new Roy Rogers' and Bob's Big Boy Restaurants marks the beginning of a new development in turnpike food services. Basil Battaglia, Turnpike Administrator, originated the idea of replacing the Hot Shoppes with a wellknown restaurant chain. He believed the travelling public wanted a fast meal from a familiar establishment offering consistent prices.

Battaglia has been working with the Marriot Corporation, owner of the food services, to develop this new concept since February 1978. As a result of Battaglia's persistent and determined efforts, Delaware now boasts the largest and most elaborately decorated Roy Rogers' and Bob's Big Boy restaurants in the country. The combination of the two restaurants is the second of its kind. Now the turnpike facility offers motorists a choice of fast food, a family-style meal or a quick snack bar treat along with a gift shop and video games.

The Marriot Corporation hopes to expand this new concept using Delaware's turnpike facility as a showpiece for other toll roads. This is just another example of Delaware's innovation-making us leaders in the transportation area.

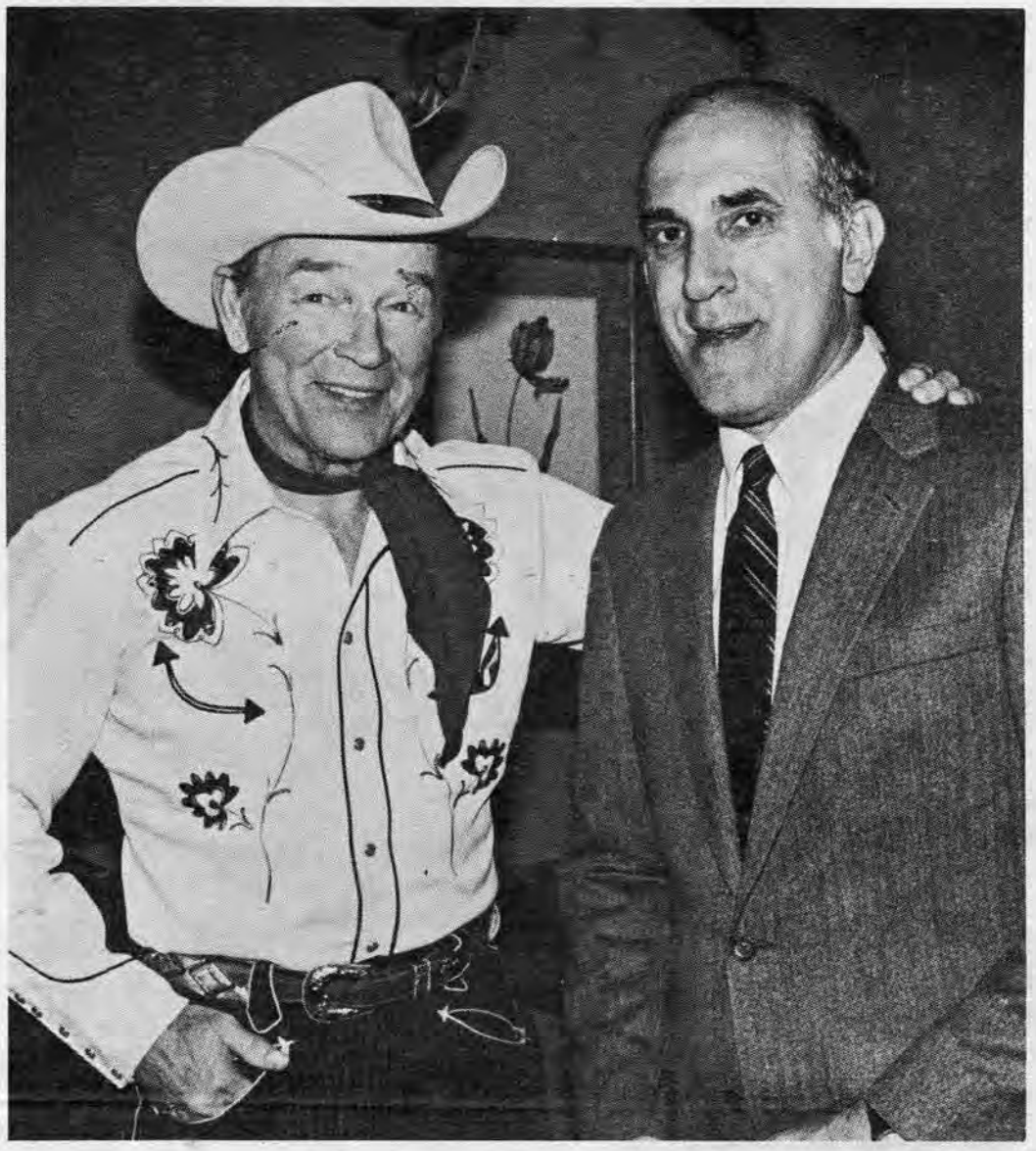


Photo By Tim O'Brien

Photo by Lubitsh & Bungarz

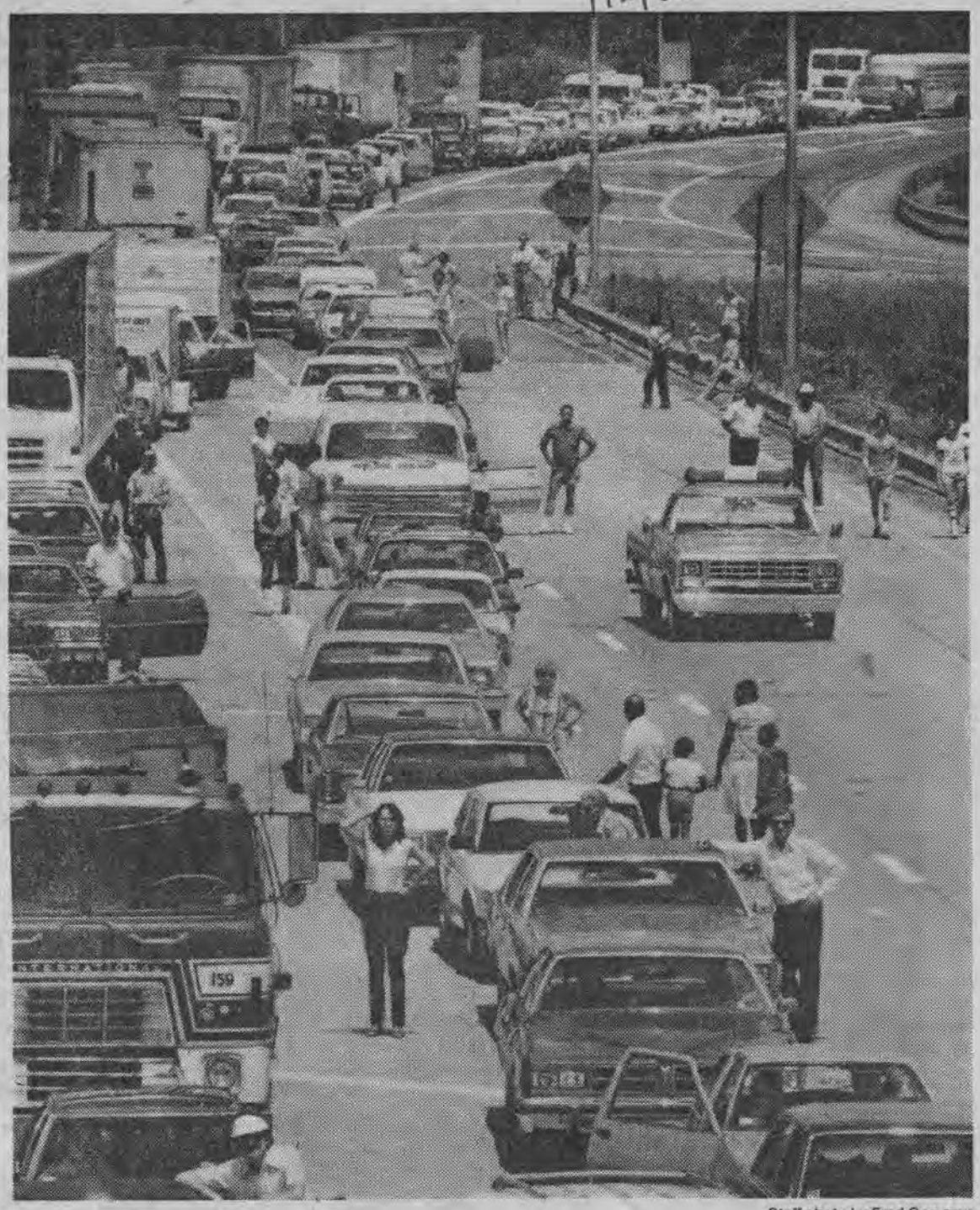
Turnpike Administrator Basil Battaglia and Roy Rogers

tary Justice, Richard Marriott, Roy Rogers, Lt. Governor Castle

Photo by Tim O'Brien

Photo by Lubitsh & Bungarz

7/2/82



Staff photo by Fred Comegys

Temperatures rising — Motorists stand helplessly on Interstate 95 at the Basin Road exit near New Castle after a tractor-trailer collided with two state turnpike authority pickup trucks, halting southbound traffic for about an hour Thursday. Police said the accident occurred when truck driver Gary E. Fearington, 32, of Burlington, N.C., tried to pass a school bus and didn't see the two trucks that were stopped in another lane. Two turnpike authority workers were treated at the Delaware Division for head and back injuries. Fearington was charged with inattentive driving.

The News-Journal papers •

• • Tuesday, Nov. 15, 1983

Newark council says truckers evade tolls

Newark City Council members said Monday night that trucks are using the city's new interconnecter road to bypass the toll booths on the Delaware Turnpike, and they urged the General Assembly to reinstate tolls for trucks at the Interstate 95 exit onto Delaware 896. The interconnecter, also called the Christina Parkway and a rerouted Delaware 4, opened two months ago as a link between Delaware 896 and Delaware 2. State Transportation Secretary Kermit H. Justice said in a telephone interview that he has the authority to reimpose a toll, but said he is worried that a charge at that exit would force traffic off the interstate and onto Delaware 4 even farther east — simply compounding the present problem.

e News-Journal papers • • • Wilming

Newark council says truckers evade tolls

Newark City Council members say trucks are using the new Christina Parkway (Delaware 4) between South College Avenue and Elkton Road to bypass toll booths on the Delaware Turnpike — and urged the General Assembly to reinstate truck tolls at the Delaware 896 exit of I-95. But officials fear a toll would force traffic off the interstate elsewhere.

B12 • • The News Journal, Wilmington, Del., Thursday, Nov. 24, 1983

Truck and car collide, snarl traffic on I-95

Police

A tractor-trailer collided with a car and jack-knifed on Interstate 95 north of Churchmans Road Wednesday around 1:30 p.m., slightly injuring the vehicles' drivers and tying up already heavy holiday traffic for hours, state police said.

A police spokesman said Arnold Pressley, 34, of Asheville, N.C., was driving southbound in the left lane of the interstate at the same time John Hopkins, 50, of Wellington Hills, was driving his Dodge Swinger southbound in the right lane. The tractor-trailer and the car both moved to the center lane at the same time and collided about 400 yards north of the Churchmans Road exit. The tractor-trailer, owned by Reco Transport Inc. of Homossassa Springs, Fla., jack-knifed and came to a stop. Hopkins pulled his car to the side of the road.

Pressley was treated for a shoulder injury at the Delaware Division and released. Hopkins drove himself to the Newark Emergency Room, where he was treated and released.

Traffic on the interstate southbound was restricted to two lanes for about an hour-and-a-half after the accident. Both the interstate southbound and the Churchmans Road exit were still heavily congested until around 5 p.m., police said.

The Morning News

A Gannett newspaper Wilmington, Del., Tuesday, Oct. 11, 1983 104th year, No. 158 • • 25 cents

© 1983, The News-Journal Co.

Staff photo by Fred Comegys

Face off — The Phillies' Phanatic and the Orioles' Bird get together at the state line in advance of the Delaware Turnpike World Series. If *you're* going to the game, it might cost more than the ticket. Story, D1.

Statistics E2; Matthews and Rip

It's a

ken E3, Local opinions E4

Turnpike Series!

Driver in wreck is killed after leap from overpass

David H. Payne, 40, of Chesapeake City, Md., pulled himself from a car wreck on Interstate 95 on Monday morning, jumped from the Salem Church Road overpass and was killed when a car headed north on the interstate hit him, state police said.

The chain of events began about 10 a.m. A witness told police he saw the car Payne had been driving go off the right shoulder of I-95 northbound and crash into the guard rail near the service area.

The car slid about 165 feet before flipping on its left side. The witness, who was not identified by police, went to Payne's aid and told him he would call for help.

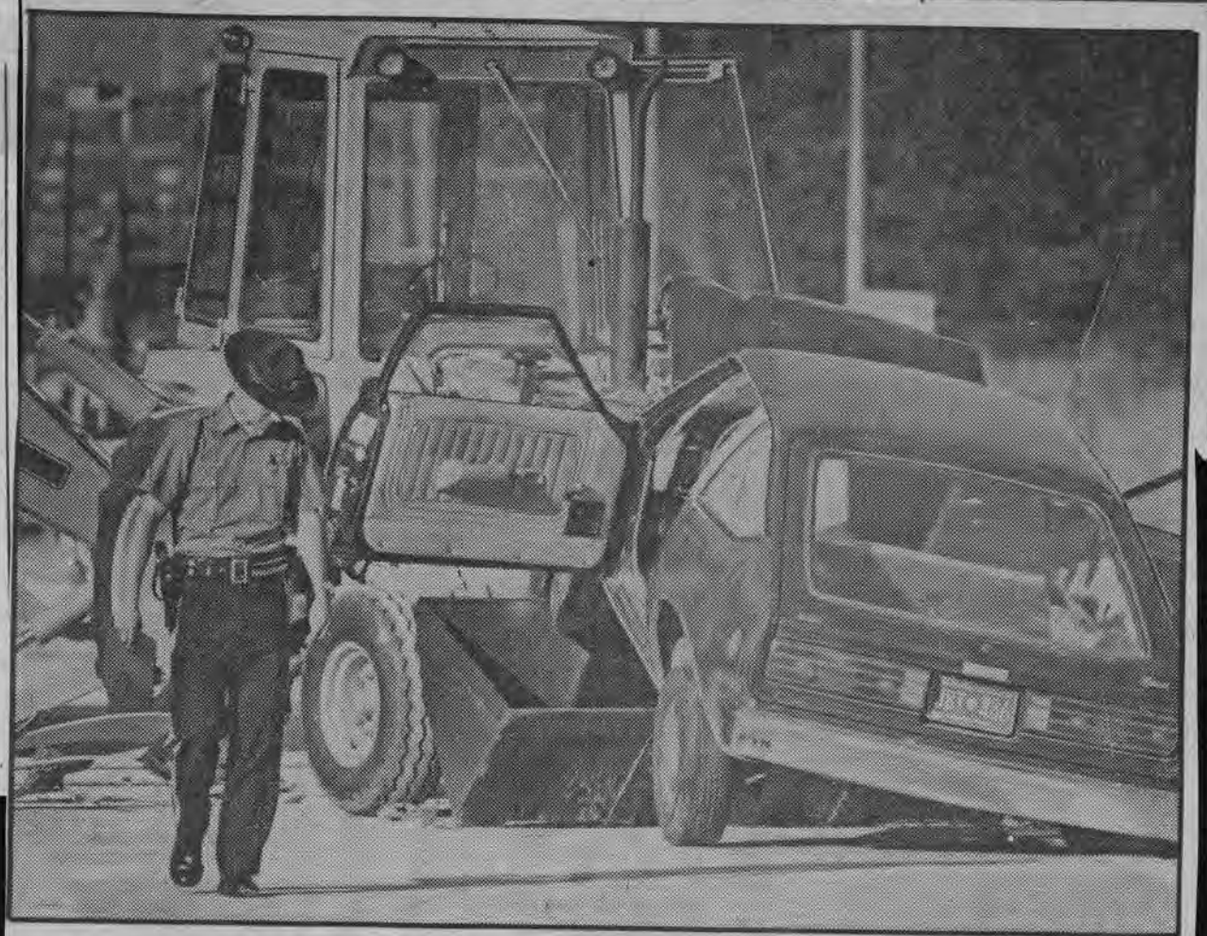
The witness went to the service area near Delaware 273 and called police, but when he returned to the accident scene, Payne had freed himself from the car.

The witness told police he then saw Payne run up to the overpass and jump onto the interstate highway, a 30-foot fall.

A car headed north, driven by Stephen W. Dixon, 33, Cohansey Circle, Piermont Woods, Newark, struck Payne and dragged him 122 feet, police said. Dixon was not injured.

Payne was dead on arrival at the Delaware Division in Wilmington with multiple body and head injuries.

Police are awaiting the results of an autopsy to determine whether the death was accidental or a suicide.



Staff photo by Bob Herbert

A state trooper walks past the car that struck and killed a construction worker Tuesday.

Highway worker struck by car, dies

A Wilmington construction worker was killed Tuesday morning on an on-ramp from Delaware 273 to southbound Interstate 95, northwest of Christiana, when he was struck by a car whose driver may have fallen asleep.

Harold L. Cannon, 50, of the 2700 block of Creston Place, north Wilmington, was hit about 7 a.m. as he was repairing concrete on the on-ramp. He was dragged 120 feet before the car hit the rear of a backhoe, said police spokesman Cpl. Dale M. Hall.

Cannon was dead at the scene.

Hall said the motorist and a second construction worker were injured in the accident.

The motorist, Richard M. Schaafsma, 37, of Downingtown, Pa., was taken to Delaware Division in Wilmington. A hospital spokeswoman said he was in serious condition with a broken leg and cuts.

Joseph Scorsone, 42, of the 100 block of Cleveland Ave., Westview III, who was operating the backhoe, was treated at Newark Emergency Center for minor neck injuries and released.

Hall said Schaafsma was driving south on Interstate 95 when his car ran off the road into the construction area and hit two wooden barricades before striking Cannon. Hall said that Schaafsma may have fallen asleep just before the accident.

Patch work to begin today on Interstate 95

Expect delays today on Interstate 95 as concrete patching begins in the northbound lanes from a mile south of the Delaware 273 interchange to the Delaware 141 (Basin Road) interchange. The speed is being reduced from 55 mph to 35 mph, and one lane will be closed. The restrictions will last a month, with the speed reduced from 9 a.m. to dusk daily and the lane closed 24 hours a day, a spokeswoman for the Division of Highways said.

The Morning News

A Gannett newspaper Wilmington, Del., Thursday, Sept. 27, 1984 105th yea, No. 149 • • 35 cents

© 1984, The News-Journal Co.

Staff photo by Jim Calle

Backing up — Road crews working on Interstate 95 traffic lanes have resulted in long, often exasperating waits — such as this one Wednesday — for motorists traveling south on the highway, beginning about one mile north of the Delaware 7[illegible] exit. Crews hope to complete covering the interstate [illegible]th asphalt by spring, but in the meantime, traffic has been backing up as far north as the Delaware 52 ramp in Wilmington, about eight miles away.

Tuesday, Oct. 2, 1984 • • • The News-Journal papers • • • B3

Interstates to get emergency phones

Phones will be installed every half-mile for motorists in need

By ROY H. CAMPBELL
Staff reporter

The interstate highway system in Delaware will soon be equipped with emergency phone boxes to assist motorists in trouble, Delaware Transportation Authority officials announced Monday.

Officials said the state's three interstate highways, Interstate 95, Interstate 495 and Interstate 295, will be equipped with 150 emergency phones by the middle of this month.

The phone system, which cost about $1.5 million, will be installed along the highways at half-mile intervals.

The phones will be operated by pulling a handle and pushing a button to summon the type of emergency aid needed. Officials said Delaware State Police will monitor the phones and dispatch ambulances, fire trucks or tow trucks through RECOM, the emergency dispatch center in Minquadale.

State police also will respond to emergency calls within their jurisdiction.

John Moyed, authority spokesman, said it is the first time that such a system has been installed from state line to state line in Delaware.

The Delaware Turnpike installed a $226,000 system on a portion of Interstate 95 in 1972, but the system never worked properly. It was disconnected in 1975, according to news accounts.

The new phone system was paid for jointly by the Federal Highway Administration and the Delaware Transportation Authority.

Cross downed; drunken driving charged

By ROCHELLE SHARPE
Dover Bureau reporter

The white wooden cross erected Tuesday afternoon near Newark in memory of a drunken-driving victim was demolished in an accident early Thursday. The driver was charged with drunken driving.

Only fragments of the cross remained at the site, off Interstate 95 near Churchmans Road, where 8-year-old Heather Jacobs was killed by a drunken driver in 1982. The streetlight next to the cross also was destroyed.

State police said Nicholas F. Baffone, 27, of Newark, drove off the road at 3 a.m., hitting the light post and the cross. He was charged with driving under the influence, driving with an expired registration and leaving the scene of an accident, according to Cpl. Dale M. Hall, a police spokesman.

Baffone's blood alcohol level exceeded .10, Hall said, which is high enough for conviction of drunken driving in Delaware without any other evidence.

Baffone, reached by telephone at home, declined to comment on the accident.

The 3-foot-high cross did not contribute to the accident, Hall said. Critics of the crosses said earlier this week that they were worried the memorials could become safety hazards.

Dr. Richard S. Jacobs, who erected the cross in memory of his daughter, noticed it was missing Thursday morning as he drove to work.

"I could see something had happened over there," Jacobs said. "The streetlight was gone. The sign for the exit was all torn up. Heavy tire marks were in the grass. Broken glass was all around."

Jacobs stopped his car and searched for the brass plaque that had been attached to the cross, which said Heather had been killed by a drunken driver. He found only small chunks of wood and the tiny screws from the plaque.

Later, he learned that maintenance crews had found the plaque and had saved it for the family.

He said he did not know whether he would make another cross. Earlier this week, the state asked Mothers Against Drunk Drivers to cancel the ceremony at which the cross was to be erected. Officials said I-95 was too busy for such a ceremony, and they also told MADD a cross could be a safety hazard so close to that highway.

The ceremony was canceled. But Jacobs said he erected the cross anyway because he thought the state objected only to a large gathering on the highway. After the cross was set up, state officials said the location was relatively safe, and would not ask that it be removed.

Patricia Jacobs, Heather's mother, said she would like to erect another memorial to her daughter, and hopes the cross will serve one of its original purposes — to remind people not to drink and drive.

The News-Journal papers

Call box question difficult

Safety regulations complicate debate

By JANE HARRIMAN
Staff reporter

State officials are having trouble determining how high off the ground Delaware's new $1.5 million emergency call boxes should be placed so that wheelchair-bound motorists can use them.

Delaware officials met Thursday with the contractor who installed the boxes and representatives of the handicapped community to try to find a solution to the problem. But a murky situation has been uncovered in which federal and state safety regulations may conflict with accessibility requirements.

Members of the handicapped community here have complained that some of the boxes recently installed along Interstates 95, 295, and 495 are not accessible. And because of Delaware's experience, other states now see they have the same problem.

"It's now a national issue," A. Laurence Field, administrator of Delaware's Architectural Accessibilty Board, said to those gathered in the Bob's Big Boy Restaurant at the rest stop on I-95 near Newark. "People are saying, 'Oh-oh!' No one has ever thought about it."

(The meeting was scheduled to be held at the office of the Delaware Turnpike Authority, but then someone pointed out that office is inaccessible by wheelchair. The location was switched to the banquet room at Bob's Big Boy Restaurant.)

Accessibilitv requirements apparently do not directly address emergency call boxes on highway.

Part of the problem in Delaware, Field said, is that when his board reviewed the plans for the call-box system, it didn't understand that the control lever is at the top of the 18-inch box, rather than in the middle. Under accessibility regulations, the lever should be within 50 to 54 inches of the ground. The levers on Delaware call boxes are as high as 61 inches.

Peter A. Graceffa of Jack B. Harper Construction Co. of Metairie, La., has installed boxes in other states. He said the poles for the boxes come with holes already drilled to take the bolts that hold the box. What causes variations in the height of the box is the terrain on which the pole is placed, Graceffa believes.

Another problem, Graceffa said, is that the radio signal to summon help is activated only when the lever on the call box is pulled all the way down. If boxes were positioned low enough for people in wheelchairs to pull the lever down, "98 percent of the [non-handicapped] people won't be able to operate them," because they won't get the lever down far enough.

John E. Richter, acting director of the Delaware Transportation Authority, said his staff will study federal highway safety and accessibility regulations to see if they can shed any light on the situation. "You're apt to end up with little Delaware setting the [national] standards," Richter said.

Richter and others from the state Department of Transportation tried to explain why boxes have to be behind guard rails.

Richter said if a car crashes into the call-box pole, the box can break off and become "a missile" shooting into the car. He felt that in some locations, boxes have to go behind guard rails to comply with federal highway safety regulations.

Truxton Boyce, an advocate for the handicapped who brought the problem to public attention, said "Part of what we are talking about is the attitude toward the handicapped. . . . We have architectural barriers and attitudinal barriers, and here, we've got an attitudinal barrier. I'd hope the attitude would change. The law's changed."

Said Albert Antonelli, of the Delaware Paralyzed Veterans: "There is always a way to do things if you want to do them. . . . I'll show you a way to make them accessible. I won't give it to you right now, but I'll work one out."

Police
~~if it his attempt~~

One killed, five injured in accident

By JERRY HAGER
Staff reporter

NORTH EAST, Md. — A 5-year-old boy from near Newark, Del., died and six other people were injured when a pickup truck and a van collided Sunday afternoon at Maryland 213 and Elk Mills Road near Elkton, state police said.

Bobby Monsen, 5, of the 1100 block of Maplefield Road in Scottfield near Newark, was dead on arrival at Union Hospital.

Injured were Edward Monsen, 38, Amy Monsen, 13, Edward Monsen Jr., 16, and Michael Monsen, 3, all of the Scottfield address; Emerson Gunby, 53, of Mohnton, Pa., and Harold Kurtz, 69, of Morgantown, Pa.

All were in serious condition, police said.

Kurtz, Edward Monsen, Edward Monsen Jr. and Amy Monsen, were taken to the Shock Trauma Unit of the University of Maryland Hospital in Baltimore. Michael Monsen and Gunby were taken to Christiana Hospital in Stanton, Del.

Police said the two vehicles collided in the northbound lanes of Maryland 213 and the van burst into flames and was destroyed.

All occupants of both vehicles were ejected by the force of the crash.

Gunby was driving the van and Kurtz was a passenger in it, police said.

Edward Monsen was driving the pickup truck. The children were passengers in the truck.

Three helicopters and five ambulances were sent to the scene of the crash, which occurred about 4:30 p.m. 9/9/87 Morn News

Public comment sought on changes for road callboxes

By ROBIN BROWN
Staff reporter

Delaware's Architectural Accessibility Board is inviting public comment as it considers what changes to require for the state's highway emergency callboxes to make them easier for disabled people to use.

The changes will be discussed at the board's meeting Sept. 12 at 2 p.m in the Thomas Collins State Building in Dover, a spokesman said.

A report to be submitted at that meeting suggests only minor changes in the $1.5-million system of emergency boxes along Interstates 95, 295 and 495, according to two researchers who prepared it, A. Laurence Fields, administrator of the Accessibility Board, and W. Truxton Boyce II, an independent advocate for the handicapped and a highway department consultant.

Boyce, doing the research as a volunteer, last year raised a complaint that the callboxes are too high for people in wheelchairs.

Fields said their report recommends lowering the 150 callboxes and installing safety rails near about 50 that stand near embankments, so that the wheelchair-bound can use them safely.

Boyce and Fields also researched — but didn't recommend — tailoring the system for weak or hearing-impaired motorists. Such changes would have more than doubled the cost of the callboxes, they said.

The changes suggested by the report are expected to cost about $40,000.

The federal government paid about 90 percent of the boxes' cost and installation, but Fields said he's not sure who will pay for the changes.

Lowering of the boxes from 69 inches to 54 inches will cost about $200 each, or $30,000. Embankment barriers will cost another $10,000, Fields said.

Boyce said several states with the same callbox system are watching what happens in Delaware. "This is a national issue," Fields said, noting that more than 5,000 callboxes of the same model as Delaware's are used throughout the country.

Checking regulations for the emergency phones, Boyce found a rule saying the devices couldn't require more than five pounds of pull to operate. He said a lab test of a Delaware callbox showed that it took 12 or 13 pounds — raising concerns about the usefulness of the boxes for arthritis victims, children, or those with limited use of their arms.

Boyce and Fields worked together on a testing session this summer, supervised by experts at the Alfred I. du Pont Institute. A man in a wheelchair, an older woman with arthritis, and a young girl all successfully used a test callbox.

Based on that test, Boyce and Fields are recommending that a variance be allowed from the state rule and that the rule be researched further.

People with hearing impairments also raised a question about their ability to use the boxes. Motorists using the boxes are alerted by a beep when their call has reached authorities.

Fields said he believes that a flashing light should be added to take care of the potential problem for the hearing impaired. But he said he failed to find any regulation that would require that addition.

Fields said he and Boyce decided to recommend "that future boxes have a light to indicate for the hearing impaired, to verify that their calls go through."

The proposed modifications will be reviewed by the Federal Highway Administration, Fields said. He said highway officials want to test the callboxes at a lower height to see how they react when a vehicle crashes into them.

If no other problems are raised at the board meeting, highway officials "have indicated that they will accept any resolution arrived at by the Accessibility Board," said Fields.

He said he doesn't know when work would begin on the changes.

Vol. 86, No. 66 Dover, Delaware, Sunday, December 8, 1985
674-3600 or 1-800-282-8586—News Advertising
674-8150 or 1-800-282-8586—Circulation Dept.

U.S. 13 BYPASS

Toll-road options entices planners

By DALE BENEKE
Staff Writer

DOVER — The chance that the proposed U.S. 13 relief route will be a toll road is greater today than it was a year ago, according to Raymond M. Harbeson, project manager for the relief route.

The state Department of Transportation recently completed the last round of public hearings to be held before a final decision is made on relief-route options.

While comments on a toll road option were drops in the bucket compared to the opinions voiced on the near-east or near-west alignments at the hearings, the toll-road option is being kept open because of the high cost of the project, Harbeson said.

"The reason it is still kept open is because the project is such an expensive project," Harbeson said. "We need to keep different ways open to finance the project for the state."

What also may be enticing for the state is a federal highway-aid bill Congress is considering.

If passed, the bill may provide 50 percent funding for construction of any state toll road, Harbeson said. Under current federal aid programs, money is not usually provided for toll-road construction, he said.

The federal government is considering the bill because of the continual problems states face to pay for maintenance and repair of roads, Harbeson said.

"Toll roads are ways been able to maintain high standards," he said.

As an example, Harbeson points to Delaware's only toll road, which runs about 15 miles from the Delaware Memorial Bridge on the Delaware River to the Maryland state border.

In fiscal 1985, the turnpike operated at a profit, even after adding the cost for road repair and maintenance, said Basil R. Battaglia, turnpike administrator.

During that year, more than $19.6 million was collected in toll fares. Road maintenance cost about $5.1 million, while debt service accounted for approximately $12.5 million.

That leaves a surplus of approximately $2 million that can be placed in the transportation fund and used for such purposes as repairing other state roads, Battaglia said.

If the state opts for a north-south toll road, the state could lessen the economic impact on existing businesses by not allowing service plazas, Harbeson said.

Service plazas — which sell food, gas and other supplies — allow motorists to refuel and restock without leaving the toll road.

The toll road would probably be free to local residents, Harbeson said.

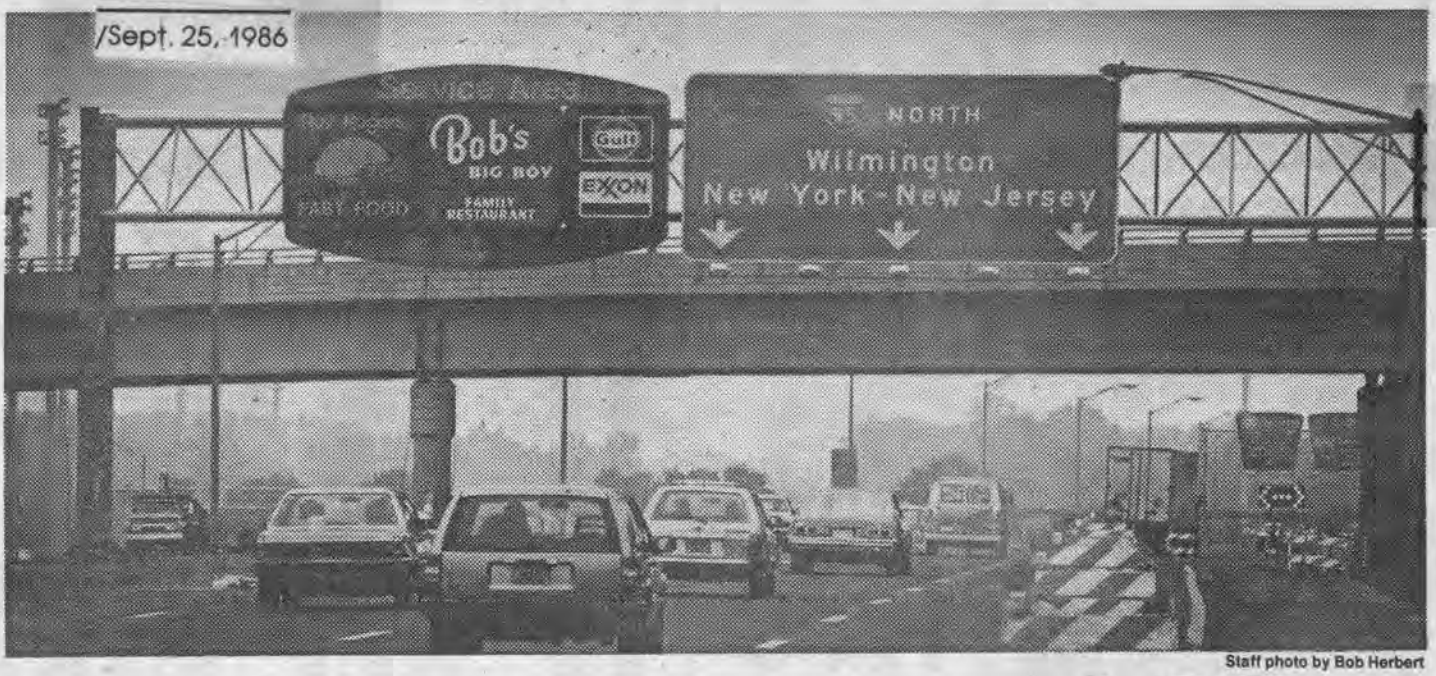
"There is no penalty for getting off and on," he said. "Only if you go the full length would you pay a toll."

That would be similar to the Delaware turnpike which has toll booths located only at both ends.

Battaglia said the Delaware turnpike does not have any problems with motorists opting for backroads to avoid paying tolls.

"With the price of gas today, it's not economical — it just eats up too much gas," he said, adding that toll roads are usually the most direct route.

Roy Rogers and Bob's Big Boy restaurants are popular with travelers at Delaware's Interstate 95 rest stop.



Staff photo by Bob Herbert

Fast food a winner along I-95

By TOM GRANT
Special to Compass

The Roy Rogers and Bob's Big Boy restaurants at Delaware's Interstate 95 rest stop make more money than any others in those chains.

Last year the restaurants, which set trends for Marriott Corp. properties throughout the country, served nearly 2.5 million people.

But most of the people who use the stop are out-of-staters, and it seems most Delaware residents don't even think about the stop, much less know how it operates.

About three years ago, Marriott, which is under contract with the Delaware Turnpike Authority to operate the stop, decided that families needed more than the Hot Shoppes restaurant on the site.

According to general manager Vern Bingham, Marriott wanted to give travelers a choice between sitting down for a "family-type" meal served by a waitress or grabbing a quick meal from a fast-food restaurant.

Bingham said Marriott knew people wouldn't hesitate to leave the turnpike at the Delaware 273 and 896 exits, which flank the rest stop, to go to a nearby restaurant.

In order to keep potential customers on the highway, Marriott renovated and expanded the existing Hot Shoppes building to house Bob's Big Boy and Roy Rogers restaurants. The stop, which also includes a snack bar in the center of the building, a gift shop and game room, became the first of its kind in the country.

Now, employees from other rest stops in states such as Oklahoma, North Carolina, Indiana, Florida and Ohio come to Delaware for training and ideas.

The stop's location on a major highway linking Canada and Florida is probably the main reason for its success, but its volume of business demands 300 employees to handle its customers.

During a peak day at the rest stop — usually during the summer or around Thanksgiving — the 24-hour Roy Rogers operation will serve over 5,000 customers, dispensing about 5,000 drinks, 3,200 hamburgers and almost 3,000 pieces of chicken.

The food moves so fast it is thrown away if customers don't purchase it within five minutes after it is displayed. But Bingham said throwing out food is rarely necessary.

About 35 percent of the rest stop's business comes from bus traffic, while the other 65 percent is a combination of car and truck

See REST STOP, Page 12

Rest stop

Continued from Page 1

traffic. Bingham gives bus drivers a free meal to encourage them to bring in their passengers. He said 1,413 buses stopped in July.

During the Fourth of July weekend, 53,000 customers came into the rest stop.

Another big weekend was Sept. 5-7, when the Washington Redskins hosted the Philadelphia Eagles in a National Football League game. Bingham had the foresight to stock the gift shop with plenty of NFL souvenirs.

The stop also houses the Delaware Visitors Center, dedicated May 20. The center, a joint venture between the state and Marriott, offers information on where to stay and what to see in Delaware.

A large map shows the location of motels, and travelers may use a special phone to contact the motel of their choice.

Although Delawareans seldom use the rest stop, it provides jobs and other benefits to the state. Many high school and college students work there, and Bingham has offered tours of the rest stop to University of Delaware food-science classes for the past two years.

Inconvenience on turnpike

In your Aug. 28 editorial, "Happy Motoring" you comment about lanes being blocked off on the Delaware Turnpike for no noticeable reason. We are required under the terms of our contract to maintain two lanes of traffic in both directions at all times. As there are only three lanes available until the bridges over Delaware 72 are widened, this means, in effect, that we can only work on one at a time. As the bridge widening will be one of the last items completed, this means that one of the three existing lanes will be closed most of the duration of the job.

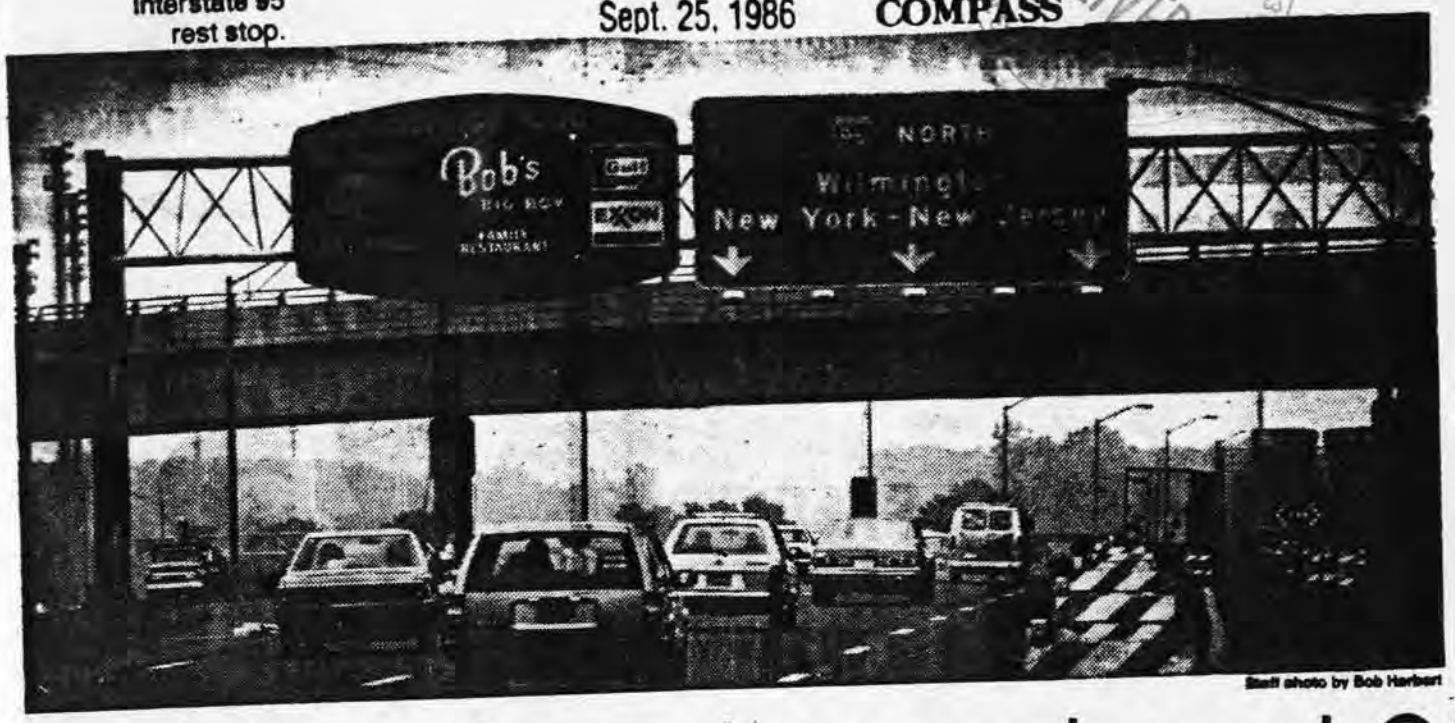
The contract is further complicated by the fact that the existing decks on the bridges over Delaware 72 have to be resurfaced. This means that when we are paving southbound, for example, we are usually working on one of the lanes of the bridge decks northbound. Many times during the course of the summer we had the manpower and the desire to do additional work, but were stopped by the fact that we did not have sufficient lanes to work on. The job, in fact, has been a scheduling nightmare, and has taken up much of the time of our General superintendent, Clark Bottner and our project engineer, Jim Gawthrop. They have done an excellent job of scheduling the work, and because of their efforts we anticipate completion almost two months ahead of the Dec. 17 completion date.

ROBERT S. APPLEBY
Vice President
George & Lynch Inc.
New Castle

Sept. 25, 1986 COMPASS

SEP 1986 RECEIVED

Roy Rogers and Bob's Big Boy restaurants are popular with travelers at Delaware's Interstate 95 rest stop.



Staff photo by Bob Harbert

Fast food a winner along I-95

By TOM GRANT
Special to Compass

The Roy Rogers and Bob's Big Boy restaurants at Delaware's Interstate 95 rest stop make more money than any others in those chains.

Last year the restaurants, which set trends for Marriott Corp. properties throughout the country, served nearly 2.5 million people.

But most of the people who use the stop are out-of-staters, and it seems most Delaware residents don't even think about the stop, much less know how it operates.

About three years ago, Marriott, which is under contract with the Delaware Turnpike Authority to operate the stop, decided that families needed more than the Hot Shoppes restaurant on the site.

According to general manager Vern Bingham, Marriott wanted to give travelers a choice between sitting down for a "family-type" meal served by a waitress or grabbing a quick meal from a fast-food restaurant.

Bingham said Marriott knew people wouldn't hesitate to leave the turnpike at the Delaware 273 and 896 exits, which flank the rest stop, to go to a nearby restaurant.

In order to keep potential customers on the highway, Marriott renovated and expanded the existing Hot Shoppes building to house Bob's Big Boy and Roy Rogers restaurants. The stop, which also includes a snack bar in the center of the building, a gift shop and game room, became the first of its kind in the country.

Now, employees from other rest stops in states such as Oklahoma, North Carolina, Indiana, Florida and Ohio come to Delaware for training and ideas.

The stop's location on a major highway linking Canada and Florida is probably the main reason for its success, but its volume of business demands 300 employees to handle its customers.

During a peak day at the rest stop — usually during the summer or around Thanksgiving — the 24-hour Roy Rogers operation will serve over 5,000 customers, dispensing about 5,000 drinks, 3,200 hamburgers and almost 3,000 pieces of chicken.

The food moves so fast it is thrown away if customers don't purchase it within five minutes after it is displayed. But Bingham said throwing out food is rarely necessary.

About 35 percent of the rest stop's business comes from bus traffic, while the other 65 percent is a combination of car and truck traffic. Bingham gives bus drivers a free meal to encourage them to bring in their passengers. He said 1,413 buses stopped in July.

During the Fourth of July weekend, 53,000 customers came into the rest stop.

Another big weekend was Sept. 5-7, when the Washington Redskins hosted the Philadelphia Eagles in a National Football League game. Bingham had the foresight to stock the gift shop with plenty of NFL souvenirs.

The stop also houses the Delaware Visitors Center, dedicated May 20. The center, a joint venture between the state and Marriott, offers information on where to stay and what to see in Delaware.

A large map shows the location of motels, and travelers may use a special phone to contact the motel of their choice.

Although Delawareans seldom use the rest stop, it provides jobs and other benefits to the state. Many high school and college students work there, and Bingham has offered tours of the rest stop to University of Delaware food-science classes for the past two years.

Advocate looks to smooth way for handicapped

News Journal photo

W. Truxton Boyce II: "I feel like I'm the sand in the oyster."

For handicapped, an effective ally

By ROBIN BROWN
Staff reporter

When W. Truxton Boyce II gives someone his business card, he usually gets a puzzled look in return.

"They always ask me what agency I'm connected with."

But he isn't with any agency. He is what his card says: "Independent advocate for the handicapped."

Boyce's most visible achievement as an advocate is the change of Delaware's emergency callbox system on Interstate 95, which he challenged last year as inaccessible to wheelchair-using motorists.

His questions prompted tests, relocation of boxes, and installation of cement pads for wheelchairs.

Boyce's next project is the unregulated outdoor emergency callboxes. "I'm asking that all future installations should be made accessible to the handicapped," he said. The boxes built in the 1950s may need replacement soon, he said.

Boyce said changing people's attitudes toward the handicapped may be the toughest task.

His advocacy work began more than a decade ago. Boyce met a young woman in a wheelchair who was taking a driver education course but couldn't get driving practice because of the cost of special equipment.

"I made a few calls and found that [the state Division of] Vocational Rehabilitation would give them the loan of free hand controls," Boyce said. He said state driver education officials have been meeting disabled drivers' needs since.

Boyce, who has done referral work on subjects as diverse as handicapped parking and tracking down help for a person who wanted a sex change, has found that his style — making a few calls — hasn't always been easy.

• Continued from C1

"I know I irritate a lot of people," he said last week. "But I want to be positive. I feel like I'm the sand in the oyster. I agitate things and hope that everything will work out in the end — like a pearl."

Things have not come easily for the 39-year-old Delaware native. He was born with a bad hip that will have to be replaced and a partially formed thyroid that left him with a slight speech problem.

His slow development as a baby alerted his late mother, Lillian, a special education teacher.

In those days, the condition was called cretinism or dwarfism, and had symptoms including physical and mental retardation. (In 1978, infant blood testing began to detect thyroid problems early.)

Pediatrician Margaret Hanby, said to be the state's first female doctor, referred Boyce to Baltimore's Johns Hopkins Hospital.

There, IQ tests showed he was borderline mentally retarded, according to medical records.

But in a hormonal-disorder research project — which also included hermaphrodites, giants and children who developed sexually before age 7 — Boyce got treatment with dramatic results.

In the project that lasted to the mid-1970s, the effects of his condition halted.

Dr. John Money, later featured in Omni magazine as the first pediatrician tackling psychological and hormonal disorders, was a professor on the project.

In one report, he wrote of Boyce: "This person's IQ has not remained constant but has steadily increased since the age of 5, when first tested in the Psychohormonal Research unit. The adult IQ appears . . . to be stabilized and is likely to remain constant."

His adult IQ scores averaged 124, with verbal IQ at 139. IQ of 130 or above is "very superior," said the report documented in a 1978 Journal of Pediatrics.

Boyce's improvement is believed to be the only such instance involving an extreme case. "I just had that verified by Johns Hopkins and Tufts universities," he said.

Boyce graduated from Concord High School in 1967, after taking a year off school for motorcycling, then from the University of Delaware in 1975. His bachelor of arts degree was for a program of interdisciplinary study of the handicapped.

The university has remained his "second home," he says. He still hangs around the student center snack bar, "The Scrounge," where he met the woman with the driving problem.

Boyce came to the aid of a handicapped woman who was learning to drive.

His real home is in Pennrose with his father, William E. Boyce, a retired Du Pont Co. lab technician and longtime Wilmington service station operator.

"People always ask me how I can be a full-time advocate," said Boyce, a bachelor. The explanation: He lives rent-free and had a substantial inheritance.

While Boyce predicts no political future for himself, his family has history in that area, mainly from the grandfather after whom Boyce was named.

William Truxton Boyce was a state representative, magistrate, prohibition commissioner and internal revenue agent.

The grandfather lived near Stanton in what is known as the Hale-Byrnes House, formerly the Boyce House. In 1777, George Washington was host of a meeting of Revolutionary army officers in the house, which the state got generations later from the Boyce family.

Also, the Boyces are direct descendants of colonial Lord De La Warr, also known as Sir Thomas West. His name was borrowed for Wilmington's West Street.

Research of topics ranging from Delaware history to the misunderstood sexuality of the disabled is Boyce's main leisuretime passion. He also plays racquetball.

"I have a hunger for knowledge and experience," Boyce said. But he doesn't think he will stray from Delaware. "I like it here. I'm proud of Delaware and there is a lot that can be done here."

Boyce gives the state an "A for effort" in trying to improve the quality of life for handicapped Delawareans and a grade B for work toward appropriate education and architectural accessibility.

But he said the main needed change may prove the greatest challenge.

"We've got the laws changed," he said, citing the 1968 architectural barrier law, the Rehabilitation Act of 1973 banning job discrimination against the disabled and Public Law 94-142, which in 1975 guaranteed equal education for the disabled.

"What still needs to be changed is the attitude toward the handicapped," he said.

Trooper stops car on I-95, seizes $150,000 in cocaine

A Delaware state trooper arrested two people Monday as they allegedly transported $150,000 worth of cocaine on Interstate 95, a police spokesman said.

Audley G. Fong, 24, of Miami, and Yazmin Giraldo, 15, of Cali, Colombia, were caught by Cpl. Robert J. Durnan in his ninth major bust of the past eight months.

Fong and Giraldo were charged with possession of cocaine with intent to deliver and trafficking in cocaine, police said. Fong also was charged with operating an unsafe vehicle.

Fong was being held Tuesday at Gander Hill Prison, while Giraldo was being held at the Bridge House juvenile detention facility.

According to police, Durnan stopped the car, driven by Fong, on Interstate 95 near Delaware 72, south of Newark, for being unsafe: The vehicle had dark windows.

Inside the car's side panels, police said, he found two compartments that contained four kilograms of cocaine, valued at $150,000.

Since last July, Durnan has intercepted drugs with an estimated street value of nearly $4 million — not including Monday arrests.

State looks to authority for funds

By NANCY KESLER
Dover Bureau chief

DOVER — State officials are casting covetous eyes toward the Delaware River and Bay Authority's coffers to help finance state transportation projects.

The Port of Wilmington and the U.S. 13 relief route are two of the potential beneficiaries, said Kermit H. Justice, secretary of the Department of Transportation.

Justice told the General Assembly's Joint Finance Committee on Thursday that he plans to approach New Jersey transportation officials next week to seek an agreement to use some authority revenues for transportation projects in both states. The authority, established by the two states' legislatures and Congress, is operated jointly by New Jersey and Delaware.

Justice said he had not discussed his idea in detail with the authority. But he has informally asked the agency to determine whether it could legally help finance some of the construction costs for a new bridge over the Chesapeake & Delaware Canal as part of the relief-route project.

Use of the revenues to help the port isn't a new idea.

In 1985, the Castle administration floated the idea of tapping surplus authority funds for commercial development along the river, including port improvements. But the idea ran aground because of heavy opposition from environmentalists and some lawmakers, who were concerned it might lead to offshore port development.

The laws governing the authority don't allow its money to be used for anything but crossings of the Delaware River and Bay, according to William J. Miller Jr., authority executive director. That means legislation would be needed in both states and Congress to free the funds for other uses.

Miller said if the legal and technical obstacles could be overcome, he would expect the authority to be asked to help finance the transportation projects with loans through bond issues.

Staff photo by Andrea Mihalik

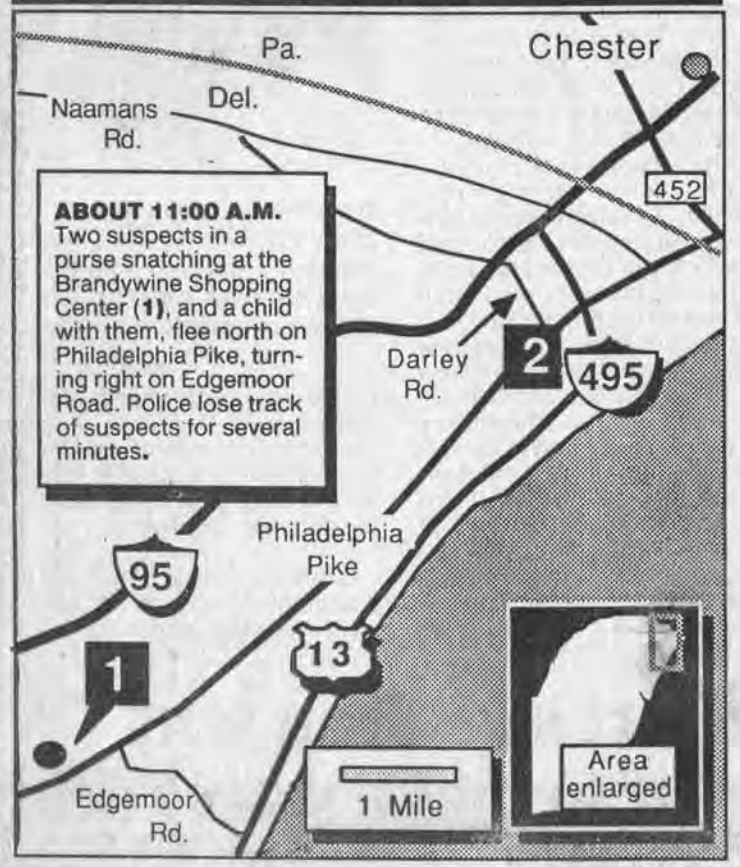
Delaware Turnpike workers Fred Bush and Bill Keating attempt to clear the drain on Interstate 95 near the Naamans Road exit. High water levels from Sunday's storms closed the highway.

Wilmington, Del., Wednesday, June 17, 1987

© 1987, The News-Journal Co.

3 killed in crime-spree crash

Where it happened



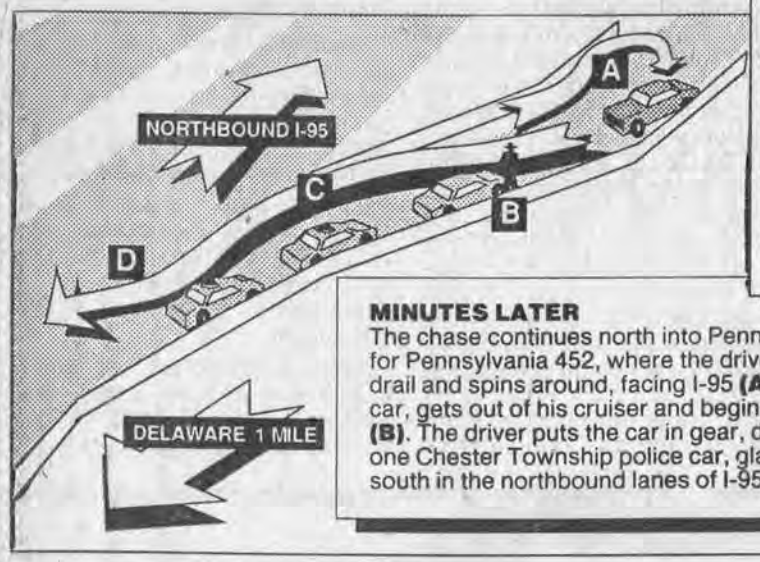
ABOUT 11:00 A.M.
Two suspects in a purse snatching at the Brandywine Shopping Center **(1)**, and a child with them, flee north on Philadelphia Pike, turning right on Edgemoor Road. Police lose track of suspects for several minutes.

News Journal/Chris Bierlein

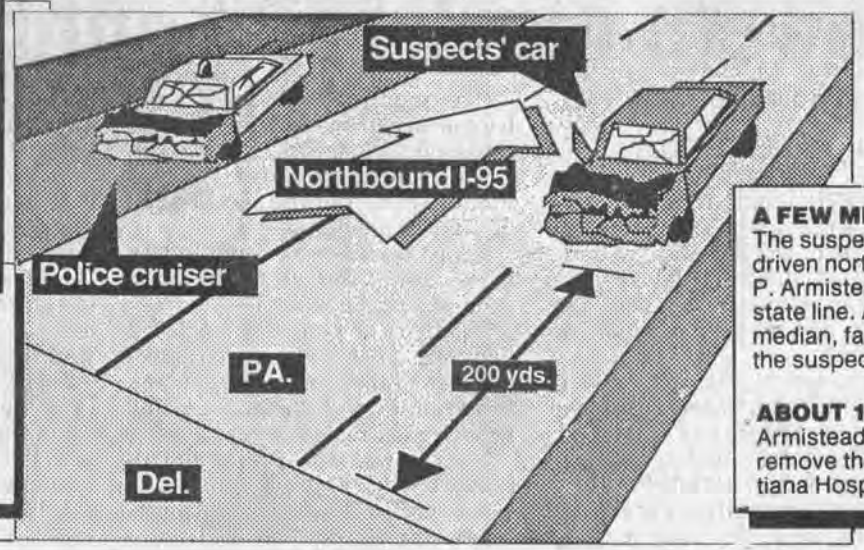
AP

Wreckage of car driven by Delaware State Police trooper lies off the side of Interstate 95.

11:20 A.M.
Trooper John Davidson sees a vehicle and occupants matching the suspects on Darley Road **(2)**. He follows the car to Interstate 495 northbound, determines that it is the suspects, activates his lights and siren and tries to pull them over. The suspects flee north on Interstate 95, with the passenger tossing out items believed to be stolen purses.



MINUTES LATER
The chase continues north into Pennsylvania. Suspects take off ramp for Pennsylvania 452, where the driver loses control, hits a guardrail and spins around, facing I-95 **(A)**. Davidson stops in front of the car, gets out of his cruiser and begins walking towards the suspects **(B)**. The driver puts the car in gear, drives past Davidson. She misses one Chester Township police car, glances off another,**(C)** then travels south in the northbound lanes of I-95 **(D)**.



A FEW MINUTES LATER
The suspects' car collides head-on with a patrol car driven northbound by Delaware State Trooper Randall P. Armistead, about 200 yards north of the Delaware state line. Armistead's car comes to rest on the median, facing south. The two adults and one child in the suspects' car are killed instantly.

ABOUT 12:10 P.M.
Armistead is extricated from his car, after rescuers remove the roof, and flown by helicopter to Christiana Hospital.

Trooper badly hurt

By ROBERT ENGLER III
Staff reporter

A two-state mugging spree that netted a pair of female bandits less than $100 ended Tuesday morning in a head-on highway collision that killed the women and a child and critically injured a Delaware state trooper.

The fatal wreck occurred after the robbery suspects eluded another Delaware trooper by driving the wrong way down an Interstate 95 exit and speeding against traffic for nearly 1½ miles before their auto hit the trooper's cruiser.

Trooper Randall P. Armistead, 25, of Newark, was flown to Christiana Hospital from the wreck on Interstate 95 just north of the Pennsylvania line. He was in critical condition late Tuesday with head and internal injuries.

A veteran Pennsylvania police officer who witnessed the collision said the carnage, which closed the interstate for several hours, was the worst he had seen in 15 years on the job.

The three people in the Chevrolet Nova died instantly, authorities said. One woman and the barefoot child were ejected, their bodies lying head-to-head on the pavement. The other woman was pronounced dead while still trapped in the wreck, where she remained until rescuers freed the injured policeman.

In addition to the injuries in the collision, a Boothwyn Fire Company Volunteer, Scott Wisner, was admitted to Sacred Heart Medi-

See CRASH — A4

Crash

• Continued from A1

cal Center in Chester, Pa., with scalp and shoulder cuts he suffered when he accidentally walked into the tail rotor of a Delaware State Police helicopter.

Duane Minshall, an investigator with the Delaware County Medical Examiner's Office, said relatives had identified the bodies of the dead as: Lois Elaine Powell, 21; Cynthia Gay Church, 21; and Church's 4-year-old son, Brett Wayne Church. All lived in the 900 block of Clover Lane, Chester, he said.

Church was five months pregnant.

The crime spree that led to their deaths began in Aston, Pa., where township police are investigating a 10:08 a.m. purse-snatching at the Valley Brook Shopping Center on Pennsylvania 452, about one-half mile from the interstate.

Detective Dave Morey said a blue midsize car driven by a woman pulled alongside 57-year-old Sara Register in the shopping center's parking lot. A female passenger asked Register for change of a dollar through the car window and grabbed her pocketbook as she responded to the request, Morey said. The car took off, dragging the Aston resident along the pavement as her 88-year-old mother watched.

Register was in stable condition Tuesday night at Riddle Memorial Hospital, Media, Pa., with severe head cuts, a broken hip and a concussion, Morey said. She is scheduled to undergo surgery today, he said.

The thieves made off with about $25 in cash and some checks, Morey said. They are also suspects in a purse-snatching incident on Monday night at a coin-operated laundry two blocks away, he said.

In Delaware, the robberies were almost identical to the Aston mugging.

Blanche Manista said she watched from Joy Cleaners in the Brandywine Shopping Center at the foot of Penny Hill as a beat-up blue Nova pulled in front of a car that was backed into a parking space about 30 feet from the shop's window at about 11 a.m.

A woman — Manista guessed her age to be about 60 — had just put her groceries in the trunk of the parked car and was walking to the driver's door with her keys, a sweater and purse in hand.

"She walked to the Nova and began talking with the person in the passenger side. Then I saw her body start moving like they were trying to pull her pocketbook," Manista said, punctuating her account with a violent jerk of her shoulders.

"Then I saw the Nova screech out, went out on two wheels without even looking at traffic. I closed my eyes because I thought they were going to bang into someone," she said.

Oscar Francica, the manager of Pepe's Pizza next door to the dry cleaner's where Manista works, came out of his restaurant when he "saw the lady come between the cars screaming. She said they had taken her pocketbook."

"I heard her tell the policeman she lost $30," he said.

The Nova turned north on Philadelphia Pike, then right on Edgemoor Road, disappearing toward Governor Printz Boulevard before police arrived.

Nineteen minutes later, the bandits struck again, this time in the parking lot of Super Fresh in the Darley Road Shopping Center at 3605 Philadelphia Pike, according to police accounts.

A witness to that robbery, the third of the morning, said the women handed the victim a dollar bill, asked for change and then snatched her purse when she fumbled for coins. Witnesses said she lost about $30.

Trooper First Class John Davidson was patrolling Darley Road when he saw a blue Nova, which he thought might be the vehicle in the first robbery in Delaware, pull out of the Super Fresh parking lot.

He tailed the car to Interstate 495, police said, and switched on his cruiser's lights and siren when he noticed the vehicle was missing the hubcaps from its rear wheels. The getaway car in the first Delaware robbery had no rear hubcaps.

The passenger twice threw property — believed to be the purses taken in the robberies — at the police car as the driver exited north onto Interstate 95 toward Pennsylvania.

The chase went to the top of the first exit north of the state line, the Pennsylvania 452 off-ramp to Chichester, police spokesman Cpl. Gerald R. Pepper Jr. said. There, the Nova's driver "lost control, hit a guard rail and spun around," he said.

Davidson pulled up to the stopped car, which was headed back down the ramp, but as he approached the car the driver sped back to the interstate. The driver missed Davidson and an approaching Chester Township police car, but clipped another Chester cruiser before heading south in the highway's northbound lanes.

About 1½ miles later, the Nova ran head-on into Armistead's cruiser.

"All of the actions" during the interstate chase "are well within the parameters of our policy and state statute as it relates to vehicle pursuits," said Col. Clifford M. Graviet, superintendent of state police.

"Davidson had the presence of mind to end the chase when he viewed it as threatening to life and property. The accident itself was extreme misfortune and was the result of us attempting to apprehend the violators," he said.

Within minutes of the collision, police from a half-dozen jurisdictions, ambulances, rescue vehicles, fire engines and a Delaware State Police helicopter were at the scene, about 200 yards north of the state line.

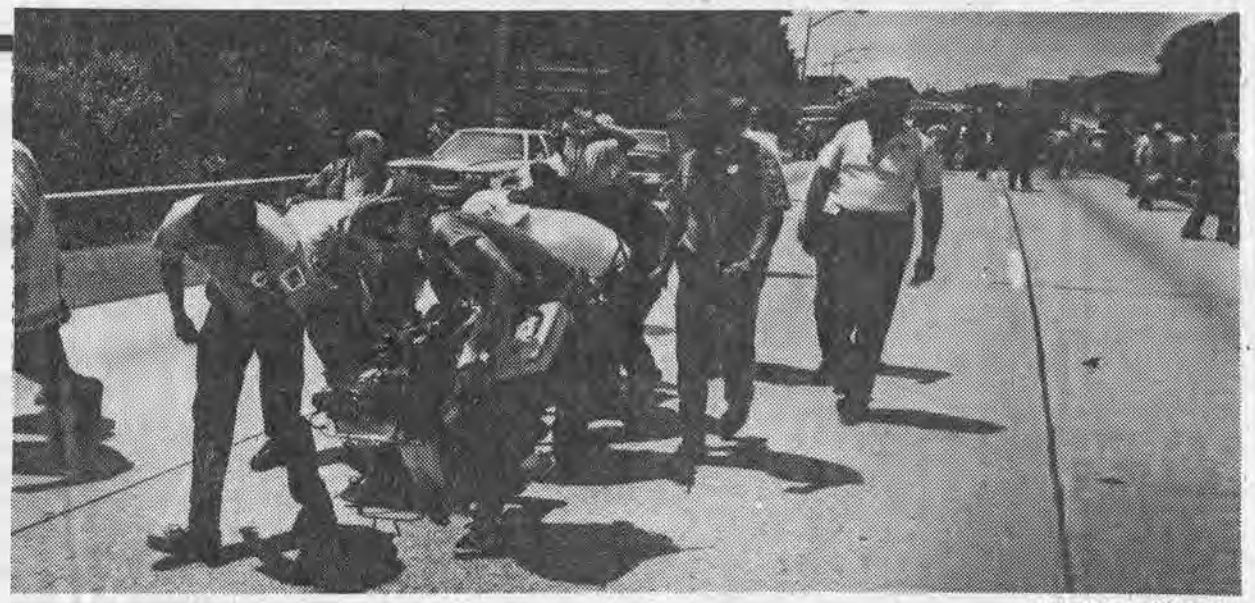
Dan Benedetto, a spokesman for Claymont Fire Company, said rescuers worked for 15 minutes with the "jaws of life" to get to Armistead. They treated him while still in the wreck before putting him aboard the state police chopper, he said.

Officer George MacDonald of the Lower Chichester Township police department witnessed the crash. "It was the worst thing I've ever seen," MacDonald said. "I've never seen anything like it, and I've been on the force for 15 years."

MacDonald walked away from the scene, bent at the waist and took several deep breaths. But the trauma of the bodies, blood, metal and car parts littering the highway overcame the veteran policeman.

He was taken from the scene in a Linwood Fire Co. ambulance.

Staff reporters Christopher Pummer and Michael Jackson contributed to this article.



Staff photo by Pat Crowe

Rescue workers wheel injured Delaware state trooper up I-95 to a state police helicopter.

Injured trooper earned respect early in his career

By PHIL MILFORD
and CHRISTOPHER PUMMER
Staff reporters

Delaware State Trooper Randall P. Armistead fell victim at an early age to the perils of police work.

Christiana Hospital personnel were struggling Tuesday night to save the life of the 25-year-old trooper, who was in critical condition after his cruiser collided with a purse-snatching suspect's car on Interstate 95.

"It's an unfortunate incident and all of our prayers are with him right now," said Col. Clifford M. Graviet, state police superintendent. "He's considered by the people he works with to be an excellent young trooper. He is very well-liked and very well-respected, considering his tenure."

Armistead joined the state police force in March 1986. He attended the state police academy after working for three years for the University of Delaware's police division as a student security aide and radio dispatcher.

Armistead went through the academy's selection process in the fall of 1985, having graduated from the university with a criminal justice degree that May, said James M. Grimes, a university police investigator. "That's what his goal was, to be a state trooper, and he was very pleased and very happy to get on the force," Grimes said.

For five years, Armistead has donated his time as a volunteer firefighter with the Aetna Hose Hook & Ladder Company at its substation on Elkton Road. "He is very active, a very good firefighter, driver, pump operator. Anything you asked him to do, he was right there," Aetna Chief Kenneth Farrall said.

Randall P. Armistead

Armistead, who is single and lives in Newark, was assigned to the Penny Hill troop northeast of Wilmington, less than a mile from where the robbery was reported Tuesday morning. He is the son of Richard Armistead, assistant principal of Maple Lane Elementary School.

Staff reporter Robert Engler III contributed to this article.

Bond-rating improvement by state to take time

4/21/78 Morning News

State Treasurer Thomas R. Carper yesterday said Delaware is making progress toward improving its bond rating, "but it's not going to improve drastically in a hurry."

Although the state is not meeting four specific criteria set by bond counsel and outlined earlier this week by Nathan Hayward III, director of the Office of Budget, Management and Planning, Carper said the state is making progress in other areas cited by bond-rating services.

Hayward indicated the state is not meeting the four criteria, particularly in transferring operating costs from bond funds to operating revenues. A bill signed by Gov. Pierre S. du Pont IV will pay highway division operating costs out of bond funds through June 30, and the state's annual bonded indebtedness limit of $30 million for each of the next two fiscal years has already been reduced by 10 percent this year through emergency bond bills.

Carper said the state has another problem: $70 million in bond sales have been authorized but the bonds have not been sold. They don't have to be sold, but that amount could raise the state's indebtedness limit above the $30 million ceiling set by law to as much as $65 million per year over the next two years, Carper said.

Carper said selling the $70 million in bonds won't improve the state's bond rating or financial position, but the ceiling — which limits bond sales to 75 percent of the previous year's principal repayments — will "level off the per capita debt over the long haul." Each Delaware resident now owes $1,900 in government debt for state, municipal and local bonds, the fourth highest per capita debt for a state in the nation.

But Carper sees improvement elsewhere in the state's financial position.

He said the state borrowed $19 million from Citibank Corp. to finance cumulative debt from fiscal years 1975 to 1977. That debt is due to be repaid on Dec. 30, 1979, but the loan will be paid back about a year early, he said.

The state also has stopped its short-term borrowing through bond- and revenue-anticipation notes, he said, and the bond-rating services look favorably on that move. "They don't like to see short-term bonding," he said.

And, he said, the state expects to have a $12 million surplus for the current fiscal year, which will probably go into a reserve or contingency fund.

"The bond rating services like that kind of surplus," he said.

Transfer to transportation fund pondered

BY JEFF MONTGOMERY
Dover Bureau reporter

The Castle administration is debating a stepped-up shift of money to the Transportation Trust Fund, aimed at making the program self-supporting this year.

Talk of the plan surfaced last week amid expectations that Gov. Castle will propose a 2-cent-per-gallon motor fuel tax hike in his budget address next week.

The tax increase could raise about half the $16 million in annual revenues needed for the latest installment of a four-year trust fund financing scheme.

Accelerated funding would require about $28 million annually, or $9 million less than the total needed if lawmakers built up the trust fund over the remaining three years, as outlined in earlier financing plans.

"I would not be surprised to see a proposal to raise the gas tax. But every year we keep going after more, and we know we haven't filled the bucket," said House Transportation Committee Chairman Roger P. Roy, R-Limestone Hills.

"We're picking away at it. I'd like to see a plan that settles it in one swoop," said Roy, who co-chairs the legislative committee that writes the state's budget for major road projects, buildings and purchases.

The gas-tax increase could help finance either approach, officials said.

Other potential funding sources include increases in turnpike tolls and some Division of Motor Vehicles fees and a transfer of transportation-related revenues — such as registration fees — from the general fund to the trust fund.

"For approximately $28 million, we could have the matter complete and behind us and fully funded," said Transportation Secretary Kermit H. Justice. "Obviously, we could phase it in, and $16 million is absolutely essential."

Legislators created the trust fund in 1987 to finance an ambitious state highway program that includes the $500 million U.S. 13 Relief Route.

Last year, the adminstration conviced the General Assembly to expand the program. Votes by lawmakers earmarked all state revenues from motor fuel taxes for the fund, along with all document fees charged after motor vehicle sales or transfers. The fund also now receives all

See TRUST FUND — D3

9:23 a.m. — 2204 S. Way Drive, Carlton Court Apartments. Building. Aetna Hose Hook & Ladder Company of Newark.

10:27 a.m. — Constitution Boulevard and Moores Lane. Field. Goowdwill Fire Company of New Castle.

11:32 a.m. — 1870 Harvey Straughn Road. Field.

6:31 p.m. — 4909 Clarmont Court, Birch Point Condominiums. Building. Mill Creek, Hockessin and Cranston Heights fire companies.

6:42 p.m. — 896 Shopping Center, 1019 S. College Ave. Washdown. Aetna Hose Hook & Ladder Company of Newark.

7:35 p.m. — 2142 Haven Road, Top of the Hill Apartments. Building. Claymont Fire Company.

Selbyville

• Continued from D1

white house lies across the road. "This isn't any kind of place for a housing development. This is farm country. Out here we can't even get cable TV, let alone sewer and water."

It is hard for him to imagine 220 people living across the street, Persolio said.

"Where are the stores? How about police and fire protection? What about traffic? And how will those people feel when a farmer spreads manure on his fields next door?"

Persolio said he first learned about the state's plans in October, when word was leaked to him that state housing officials had met privately with Selbyville council members to sound them out on the project.

Persolio's daughter, Anne P. Murray, 26, lives next door with her husband and 9-month-old son. "This is a nice quiet place and they are going to ruin it," she said. "We feel awful that the state can do something like that without first talking it over with us. We think the people who will have to live around it should decide."

"Everybody is against it, as far as I know," said Dale L. Mumford, 63, an owner of Mumford's Sheet Metal Works around the corner on U.S. 113. "We're afraid that in six months or a year the place will have its doors all torn off and it will look like the city dump."

"I don't like the way it was done, behind people's backs," said his son, Dale L. Mumford Jr., 42.

Among lunch customers at Schaffer's Family Restaurant down the road, opinion was divided. Marsha H. Joseph, 36, applauded the project. "Housing is so expensive, people can't afford the rents. They've got to do something."

The News Journal

"Nobody wants that kind of housing close by them," said her father, Samuel A. Hudson, 58. "But some people would complain if Jesus Christ moved next door."

Selbyville Police Chief Ward Collins Jr. worried about traffic congestion. "We've got enough problems with that intersection already," he said. "Now all these people will be crossing over U.S. 113 to shop in Selbyville."

Catherine M. Gregory, deputy director of the state housing authority, said locals should look upon the housing authority as "developers, like any other developers."

But they are developers with a difference because as a state agency, they do not have to submit their plans to the County Council.

The Selbyville complex would include 38 two-bedroom units, 14 three-bedroom units, and five four-bedroom units. It would include a 3,000- or 4,000-square-foot community center to house a daycare center, library and meeting rooms.

The $3.7 million project is to be financed entirely by federal funds.

Third wise man's trek through Del. proves harrowing

By Eric Ruth
Staff reporter

Nearly 2,000 years ago, without the help of modern-day transportation, the three wise men successfully completed their journey to greet the baby Jesus.

Modern-day wise man William Cooke wasn't nearly as successful.

Cooke was to sing in a Christmas cantata Sunday night at Immanuel Baptist Church in Wilmington. His wise man costume and a crowded church awaited his arrival. He was expecting an evening of song and celebration and warmth.

Cooke

But he was wrong.

Cooke, 65, spent five hours sitting in his disabled car on Interstate 95, cold and fearing for his health. He summoned help four times on the roadside emergency call box, but none arrived.

The Delaware Turnpike Administration is investigating the incident.

Parishioners at Immanuel Baptist probably will long remember the night history was changed and only two wise men greeted the newborn Christ. Cooke has different memories of the night.

"It was cold," said Cooke. "I knew I'd be discovered by daylight, but I was thinking of

See STRANDED — A6

Public defender held in contempt; his boss is irate

By Tom Gandell

Stranded

• Continued from A1

hypothermia. I didn't think I'd be able to make it through the night."

Cooke's ordeal began at 5:40 p.m., when he left his Brookside home in his 1979 Honda Accord and headed for church.

His alternator warning light had been glowing for some time, and as he made the trip north on the interstate, his lights began to dim.

Near Churchmans Marsh, his engine died.

"I pulled to the right thinking I'd get off at Newport, but she conked out," said Cooke, a retired Du Pont Co. market analyst. "I just let her coast and spotted the emergency call box."

But Cooke's troubles were just beginning.

"I just said, 'How great to pull up in front of a box. Probably in 20 minutes someone will be here. There has to be a police car coming by here every half hour.' "

Wrong again. After using the box, where motorists signal for help by pushing a button, he waited for someone to arrive.

"I didn't see a single police car in five hours. ... The turnpike administration sends service trucks up and down looking for disabled cars, but if indeed they did that, they didn't see me."

Cooke, disabled by polio at age 24, was hesitant to begin what could be a long walk for help. So he waited it out.

"I sang praises to God and I talked to the Lord and sang some Christmas carols," said Cooke, who was wearing a jacket and gloves, but no warm footwear. "The top part of my body was doing fine. My feet were freezing."

Back at the church, they were getting nervous.

"Everyone gathered and prayed with his daughter," said Larry Taylor, who oversees the music ministry at Immanuel. "We were rather anxious for a while."

Cooke's daughter, Nancy Purcell, phoned home, wondering if her father had left.

Cooke's wife, Dorothy, filed a missing person's report with police and checked at the hospital.

But it was Cooke's neighbor, Dennis Burke, who saved the night.

"His first thought was to drive the route I had taken," Cooke said. "Nothing looked so good as that car when it slowed down, pulled over and backed up."

It was now quarter to 11. The Christmas cantata, one wise man shy, was long over.

"The show had to go on, as they say," said Taylor. "What we did is basically adjusted the part so the two men could carry it without him. If it had been a shepherd, it wouldn't have been so drastic."

Still unresolved, however, is why Cooke wasn't rescued sooner.

"We did an extensive survey today to try to establish [what happened]," said Basil R. Battaglia, Delaware turnpike administrator.

"We checked the call box. It is operative. ... [Trucks from] two gas stations every hour patrol the length of the turnpike. We have reports of the fact that they made the patrol and they contend that they did not see the car there.

"We are a little at a loss," Battaglia said. "But we are still pursuing it."

Harry F. Themal

Thursday 1/19/89 Morning News

Will that work on I-95 ever end?

Or are delays, congestion just signs of things to come

THE SIGNS are up almost every weekday on Interstate 95 as it passes through Wilmington: "Construction ahead," "Left lane closed." Sometimes lanes are actually blocked off by bright orange drums or traffic cones; sometimes the signs are a false alarm. Sometimes you can see work under way; sometimes there's no sign of anyone.

If you're one of the 90,000 drivers a day who pass that area, as I am, you may well be wondering what's been going on over the last nine months — and if it ever will end.

Delaware's Department of Transportation is spending almost $3 million to take the bumps out of the concrete roadway, and to strengthen barriers between and alongside the highway. Involved is a stretch of just under two miles between the south Wilmington viaduct and the Concord Pike interchange.

Since Interstate 95 between the Basin Road interchange and the Pennsylvania line opened 20 years ago, traffic has grown faster than anyone thought possible, the highway has gotten more than its expected wear and tear and new safety standards have been adopted.

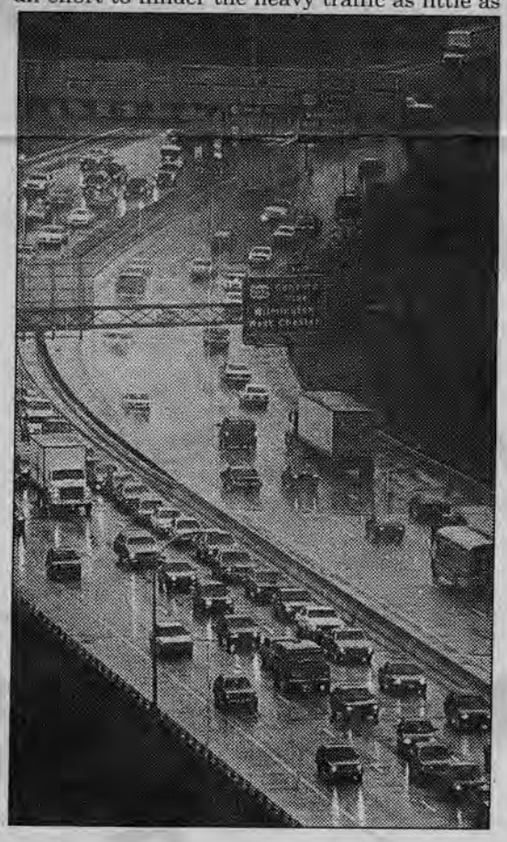
William Scarborough, DelDOT design engineer, points out that it's no longer considered safe to have a narrow median with only shrubs between the northbound and southbound sections. So a double-faced concrete barrier was set into place north of the Brandywine Bridge. Also being installed are new guard rails, some with reflectors, that can withstand the speeds and weights of today's vehicles.

Scarborough says 1960s highway safety philosophy was to keep people from running into each other head-on by using such methods as deep ditches in the middle of a dual highway. Today's standards call for dividers designed to contain the cars and keep them from careening all over the place, he says.

When James Julian Inc. started what was supposed to be the $2,791,517.02 project in April, the schedule called for 150 construction days to end by late fall. Scarborough says unexpected problems were encountered, including utility lines beneath spots where guard rails were to be put. These have added to the cost and time.

The repair work included diamond grinding of rough spots in the pavement. Some of this work remains to be done when the weather warms up, since the water poured on the drills might freeze up in winter conditions. Scarborough now expects the last workmen to finish up "some time this spring."

Included in the planning, he explains, was an effort to hinder the heavy traffic as little as possible. Early in the construction, the southbound lanes were completely closed so workers could replace a stretch of concrete without interference. On far too many days during the summer and fall, traffic backed up for miles and it was almost impossible to get onto I-95 from some on-ramps or get off on some exits.



It's easy to see why construction work, or an accident or rain or any even minor disruption of traffic flow, would cause congestion. I-95 is only two lanes in each direction from Maryland Avenue to the Pennsylvania line, except on the Brandywine bridge and for merging and exit lanes.

In 1987, a daily average of 89,386 vehicles used the Brandywine bridge, according to James Ho, special project planner for the transportation department. Compare that with the 64,600 that paid Delaware Turnpike tolls on an average day of July, the busiest month. Or with the 37,158 daily average during 1987 on the wider and often lonely stretches of Interstate 495 near its busiest spot, the 12th Street interchange.

You can't blame trucks for making it one of the busiest highways in the state. Ho says trucks made up only 4 percent of the traffic on the Brandywine bridge, compared with 17 percent of the I-295 traffic and 23 percent on an average turnpike day.

The construction just made a normally bad situation abnormally worse — and is just a sign of things to come.

Even on an average weekday you can expect delays, particularly for drivers exiting northbound onto the Concord Pike in the mornings and traffic southbound out of the city in the afternoons. Complicating matters further has been the diversion of traffic from Interstate 495 while repairs are made to the Christina bridge.

What should distress motorists who get caught in these jams is that the $3 million just spent will do nothing to cut down on the traffic jams.

In Sunday's column a look into why there's such a bottleneck and what solutions are in sight.

Harry F. Themal is a News Journal columnist.

Ex-turnpike worker awarded $250,000

By TOM GREER
Staff reporter

A Superior Court jury Monday awarded a former Delaware Turnpike Administration employee $250,000 for injuries he received four years ago when a tractor-trailer struck a state-owned pickup truck in which he was sitting.

Joseph J. Octavio, 44, of the 900 block School St., New Castle, was granted the damages for back and mouth injuries he received on July 1, 1982, on Interstate 95 at the Basin Road underpass.

Octavio and another turnpike employee, Ray Bullen, were in the area where a disabled tractor-trailer had been towed away.

Another tractor-trailer, owned by Old Dominion Freight Lines Inc., of High Point, N.C., and driven by Gary E. Fearington, of Burlington, N.C., struck Bullen's pickup truck, which was carrying a flashing avoidance arrow sign, then plowed into the side of the pickup in which Octavio was seated.

Octavio suffered injuries including a permanent back sprain that left him unable to work and continues to cause him severe pain, according to testimony. He also lost several teeth as a result of the crash.

The suit, in which Octavio was represented by Wilmington lawyer Oliver V. Suddard, was against Fearington, who pleaded guilty to inattentive driving after the accident; and his employer, Old Dominion. The defendants were represented by George H. Seitz III.

Octavio had previous back injuries in 1973 and 1981, but had still been able to work, according to the evidence presented by Suddard, who told the jury that the 1982 accident was "the straw that broke the camel's back."

President Judge Albert J. Stiftel presided over the trial, which began a week earlier.

Tuesday 4/1/86

Money

Continued from Page 1

Graviet said Delaware's part of I-95 is probably the hottest area in the country in terms of drug interdiction.

Awards presented

U.S. Attorney for Delaware William C. Carpenter Jr. and Sen. William V. Roth Jr., R-Del., presented awards to the following officers who have provided great cooperation with federal law enforcement:

- Corporal Robert J. Durnan of the state police, for his drug search work on I-95.
- Captain Charles W. Pugh of Seaford Police, for assisting in investigations of "crack" cocaine distribution by Haitians in the Seaford-Laurel area.

The special investigation unit on drug control for the state police in southern Delaware also received an award for investigating the Haitian crack cocaine problem.

The unit members include troopers William West, Wayne Warren, Harry Downes, Frank Esham, Barry Smith and Harvey Leighty and is supervised by Capt. John Perry.

Roth said Congress could do a lot more to stop drug distribution by passing a federal death penalty statute directed against drug kingpins and dealers who kill police officers. He blamed "liberal opponents on the Senate floor" for preventing the bill's passage.

ST. NEWS - SATURDAY 6/4/88

Police to use money from drug arrest

Will fund firearms range, YMCA center

By **Virginia Kirk**
Staff writer

The Delaware State Police will use money recovered from a drug seizure on Interstate 95 last year to construct a new firearms training range and to help the YMCA Resource Center.

A $244,000 check presented Friday to the police from the U.S. Marshal's Office represents the largest single distribution made in Delaware under the forfeiture provisions of the Anti-Drug Abuse Act of 1986. It was part of $287,059 found during a search of a car in a secret compartment behind the gas tank.

State police superintendent Col. Clifford M. Graviet said he would like to find a new property near the training academy in Kent County to construct a high-tech, state-of-the-art training range for firearms.

And 5 to 10 percent of the money will go to the YMCA Resource Center to work with children on preventing future drug abuse, an area Graviet said police have a vital interest in supporting.

And at least 5 percent of all future money seizures related to drugs will be given to the YMCA, he said.

Cocaine seizures by police in Delaware are the seventh highest in the country, most of the seizures on the 20 miles along the I-95 corridor, said William Glanz of the Drug Enforcement Administration.

See Money – Page 2

Three die in crash as car heads wrong way on I-95

By Berlinda Bruce and Phil Milford
Staff reporters

Three people died Tuesday when a car heading the wrong way on Interstate 95 collided head-on with a small truck south of Wilmington.

The names of the victims were not available late Tuesday. A Canadian couple in their mid-30s were killed in the truck, said state police spokesman Sgt. Gerald R. Pepper. Police were still trying to locate their next of kin.

Pepper said the age and identity of the wrong-way driver, who also died, were uncertain. He was alone in a subcompact rental car from New Jersey.

Details of the wreck remained sketchy.

The accident near the interstate's service area was reported at 4:40 a.m.

A witness said the subcompact car, heading north, entered the interstate's southbound lanes at the Delaware 896 interchange a few minutes before the accident, police said. The car continued north for about three miles before striking the truck.

Police said the three victims had massive head injuries.

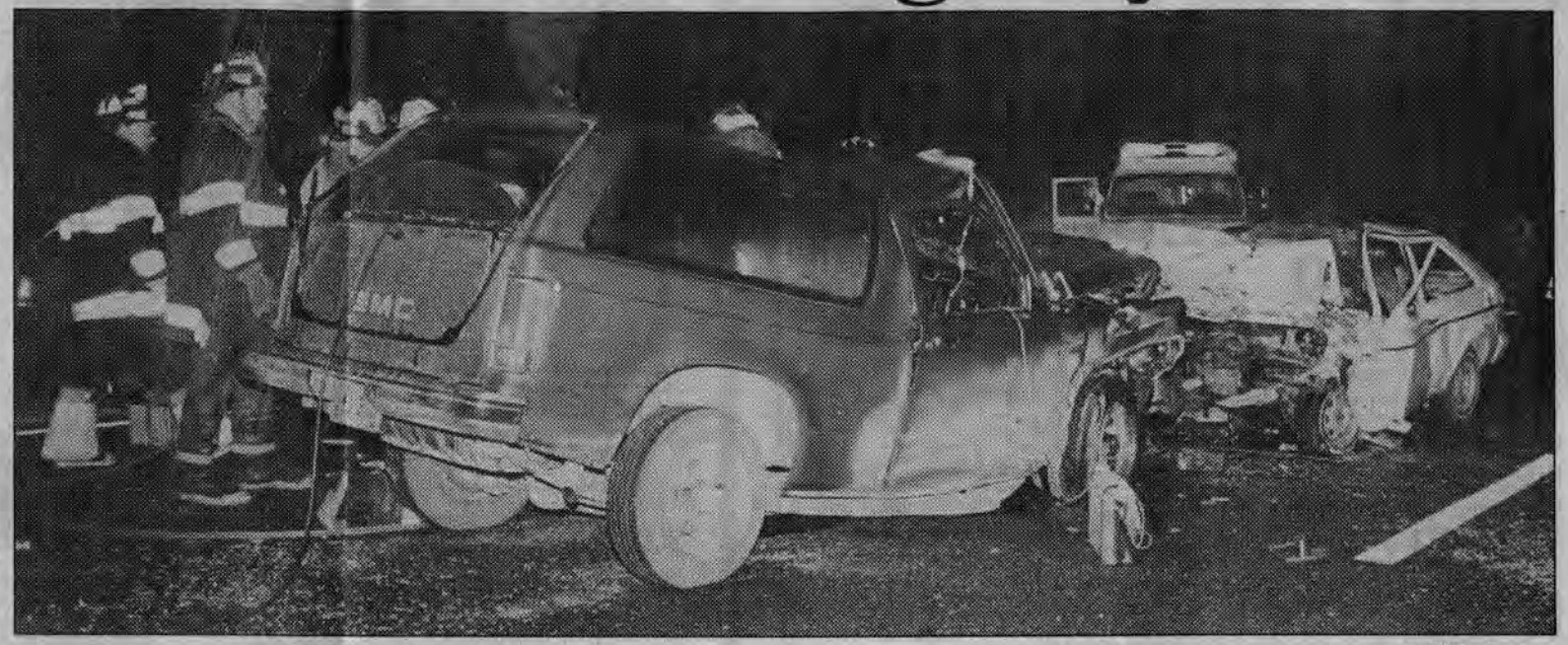
All the victims were in their vehicles when help arrived, said Bill Matthews, chief of Aetna Hose, Hook & Ladder Company of Newark. Police said they were taken to Christiana Hospital near Stanton.

The woman and the wrong-way driver were dead on arrival at the hospital, Matthews said. The Canadian man died on the way to the hospital.

The deaths brought the state highway death toll to 159 for 1988, compared with 142 a year ago.

Tuesday's crash was the second Newark-area accident to claim three lives this month. On Dec. 1, a crash on Delaware 896 just south of I-95 killed three people.

Authorities are working with police in Quebec to locate the couple's family.



Paul McCloskey photo

Rescue workers congregate at the scene of a fatal crash on I-95 near the Delaware 896 interchange.

SELL IT WITH A CLASSIFIED AD CALL 573-CASH • FOR HOME DELIVERY CALL 573-2100 OR 800-235-9100

PG1 - MORNING NEWS 12/21/88

Mall might get call to be hall for ball

By Virginia Kirk
Staff writer

Swearing in the governor for his second term takes more than a judge and a Bible.

It will involve events in all three counties on Jan. 15 and 17 ranging from a prayer ceremony to a speech in historic New Castle to a state dinner to a big ball. And children and marching bands and soldiers.

So far, the biggest problems for Inauguration Committee Chairman Basil R. Battaglia and his committee members have been deciding on a theme and deciding where to hold the ball.

The theme is still undetermined, said Battaglia, also chairman of the Republican State Committee. It will have to be run by Gov. Michael N. Castle before it is definite.

The committee is considering trying to use Dover Mall for the ball, which was held at Delaware State College four years ago. It was very crowded then as close to 2,000 people attended, Battaglia said.

The mall has ample parking, bathroom facilities, a stage and kitchen facilities, Battaglia said. If available, store fronts would be covered with Mylar sheets so the mall could be "transformed into a ballroom," Battaglia said.

The mall management and merchants are supposed to let the committee know soon if the event could be held there, though their might be problems since stores would have to close early.

On Sunday, Jan. 15, the committee is planning an early event in Georgetown that will involve children — most likely singing children. Later in the day, Castle and Lt. Gov.-elect Dale E. Wolf will travel to New Castle for a celebration outside the courthouse that was Delaware's first statehouse and then a reception.

Inauguration Day, Jan. 17, will begin with a prayer convocation at Holy Cross Church with ministers of all faiths to lead a processional, Battaglia said. Castle and Wolf will be sworn in at noon in front of Legislative Hall.

State employees will not have the day off, but are welcome to attend during their lunch hours.

If the weather is not conducive to an outdoor ceremony, the committee is looking for an indoor location. Four years ago it was about 15 degrees during the swearing in.

Dinner for at least 300 legislators, judges, cabinet secretaries and guests will be held at different historic sites in Dover such as the Old State House, the Supreme Court, the Century Club and the Townsend Building. Legislative Hall is a possibility if the governor can get permission to use the building from legislative leaders, Battaglia said.

Four years ago, dinner was at Delaware Technical and Community College, but in Gov. Pierre S. du Pont's second term, dinner was also conducted at several locations, using different caterers.

Jane DiMondi, wife of the late Republican State Committee chairman Francis A. DiMondi, is in charge of inaugural events for Kent County, Battaglia said.

Delaware State News 12/10/88

12/21/88 Morning News Pg 1 Bulletin

Staff photo by Fred Comegys

The call boxes, stationed along I-95, I-295 and I-495, are used hundreds of times a month.

Dispatcher's mistake blamed for driver's ordeal

BY JEFF MONTGOMERY
Dover Bureau reporter

A dispatcher's oversight apparently left a disabled Brookside man stranded along I-95 Sunday night despite at least two calls for help, state police said Tuesday.

Two troopers later said the incident, still under investigation, doesn't appear to be as serious as first described. But a friend who helped track the motorist down insisted "they're mistaken."

William P. Cooke, 65, reported waiting for five hours in the cold after his car broke down along I-95 northbound near Churchmans Marsh. The retired Du Pont Co. employee, partly disabled by polio, said he tried to call for help at least four times from an emergency signal box.

A neighbor eventually retraced Cooke's route and spotted him after worried family members reported him overdue for a Christmas program at Immanuel Baptist Church in Wilmington.

"It probably was a little bit of an oversight on our part," said State Police Lt. John William Ford, officer in charge of the emergency communications center in Minquadale.

Ford said a dispatcher apparently confused signals from Cooke with calls from another motorist stranded at the same spot less than an hour earlier. He said police have been unable to confirm more than two alarms from the site between 6 and 8 p.m. Sunday.

Cooke repeated Tuesday that he sent four signals, saying: "I can't guarantee the last one was after 8 o'clock."

Ford said the system's three call buttons allow motorists in trouble to summon police, firefighters, ambulance services, or all three. But a rash of needless fire and ambulance calls shortly after the network

See CALL BOXES — B2

Call boxes

• Continued from B1

opened prompted an order for the first police officer on the scene to decide if more help was needed.

"I considered using the other buttons, but I thought it would be irresponsible," Burke said.

"He may have done it the right way," Ford said. "But rather than freeze, I think I would have pulled all three."

Delaware Turnpike Administrator Basil R. Battaglia, whose agency is responsible for the call boxes, said Tuesday, "I'm troubled by it, very much so. I want to try to get to the bottom of it."

Sgt. Gerald R. Pepper said late Tuesday a state police review of the incident is continuing.

Communications center staffers apparently failed to reset the call box immediately after the earlier disabled car was removed from the area, Ford said. As a result, Cooke's signals automatically displayed the time of the first call from the earlier incident. The earlier time prompted staffers to ignore an alarm triggered by the signal.

"It rang, but what happened in this case, since it was the exact same location, somebody assumed it was the same complaint," Ford said.

Battaglia said he was unable to explain how Cooke was overlooked by police and turnpike service patrols, and said he plans to review the issue Thursday with state police and turnpike station representatives.

Pickup trucks carrying fuel and other emergency needs sweep the highway every hour, Battaglia said.

"If they see an individual, they have to stop, and it seems to me they should have picked the guy up and taken him to a place that was safe and warm," Battaglia said.

"He was right in the service lane, on the right hand side," said Dennis Burke, the neighbor who found Cooke on Sunday night. "He had a big, iridescent diamond triangle behind his car. I saw him way in advance."

Turnpike officials had the $1.5 million emergency network installed in 1984. The system uses radio signals to trigger alarms in the county communications center. Signal boxes are stationed every half-mile along I-95, I-295 and I-495 and are used 300 to 400 times monthly.

Long-awaited highway is in sight

Four-lane route planned to connect I-95 and U.S. 301

By NANCY KESLER
Dover Bureau chief

The U.S. 301 Connector is the state's bridesmaid of highway projects.

And the idea of a freeway between Interstate 95 and U.S. 301 in Maryland now appears closer to the altar: It's No. 14 out of 24 on next year's long-range state highway priority list.

Several Delaware roads already are strained from traffic trying to get to the four-lane Maryland highway that leads to the Chesapeake Bay bridges. Planning would begin next year, with construction starting in 1992 and taking several years.

That's much too late as far as Richard R. Koch is concerned. In fact, he is not convinced the project ever will be built.

Koch lives at the corner of Old Baltimore Pike and Delaware 896 near Newark. Much of the heavy truck traffic on Delaware 896 that annoys and sometimes frightens him and his neighbors is either coming from or trying to get to U.S. 301 in Maryland. The 301 connector would siphon off that traffic.

Koch, chairman of the transportation committee for the Civic League for New Castle County, has been interested in the project for at least 15 years. And, for the last four years, he and many of his neighbors have questioned state highway division plans to expand Delaware 896 to a four-lane highway, with construction starting in two years.

"The neighbors wouldn't resist 896 if they were convinced 301 will come," he said. "They're afraid once 896 becomes four lanes, it will become 301."

Koch contends it is an open question whether the 896 expansion would even be needed if the connector were given a higher priority.

John T. Davis, director of the Division of Highways, argues that increases in local 896 traffic justify expanding the road.

It also is a matter of money and timing, he said.

The 301 connector is a $75 million to $100 million project. "If we had started the 301 process last year, we still wouldn't have anything for 10 to 12 years," Davis said.

The expansion of 896 is a $15 million project that will make significant improvements in five years.

"We're looking at the fastest way to get relief to that area," said Raymond Harbeson, deputy director of pre-construction at the division.

Some critics also have questioned the need for expanding 896 and building the connector at the same time other major north-south projects — including realignment of Delaware 7 and the U.S. 13 relief route — are getting under way.

But Robert Parke, assistant director of programs and planning for the division, said, "They're all going to be needed before we get them built."

> Traffic to and from the Chesapeake Bay bridges in Maryland has strained several Delaware roads.

More than 30 years ago, highway engineers included the connector as an integral part of construction plans for I-95, according to John T. Davis, director of the division. As the turnpike bonds were repaid, planners believed there would be extra revenue from tolls to connect the turnpike with the Maryland road.

Under those plans, the new highway would have left I-95 at an exit between Newark and the turnpike rest area, run east of Delaware 896, crossed the Chesapeake & Delaware Canal at the Summit Bridge and then headed west of Delaware 896, feeding into U.S. 301 just west of Middletown.

Without such a four-lane highway, traffic — including a large amount of interstate trucking — has to use connecting roads, many with only two lanes.

Two-lane Delaware 896 is an obvious route between I-95 and Middletown. Another possible connection is four-lane U.S. 13, which becomes two lanes south of Hares Corner.

Plans for the connector were popular in the 1960s. The turnpike even reserved an exit number for the highway, which is why there is still no exit numbered 2 on I-95.

The state also persuaded the Army Corps of Engineers to build a four-lane, instead of a two-lane, bridge for Delaware 896 over the canal near Summit, the likely crossing point for the connector.

Although there was considerable interstate traffic moving between I-95 and U.S. 301, there were other justifications for building the road, according to Davis. In the mid-1960s, New Castle County was projecting a population in the Middletown-Odessa-Townsend area of 200,000 to 250,000 people by 1985.

In the early 1970s, the connector was considered as part of one of the early, unfruitful studies for a U.S. 13 bypass.

The connector also remained a factor in turnpike planning. "The turnpike had all the money," Davis said. Some land was even purchased for the road.

By the late 1970s, the size of the turnpike's nest egg had grown to the point that there were discussions about removing tolls.

But many state officials were reluctant to lose such a rich source of income at a time when both state finances and roads were in poor condition.

"A conscious decision was made that there were highway needs in the state that came before the needs that would be satisfied by a 301 connector," Davis said.

A major spoiler of the connector plans was people.

> Officials decided the connector's time has come, and it won a coveted spot (No. 14) on the priority list.

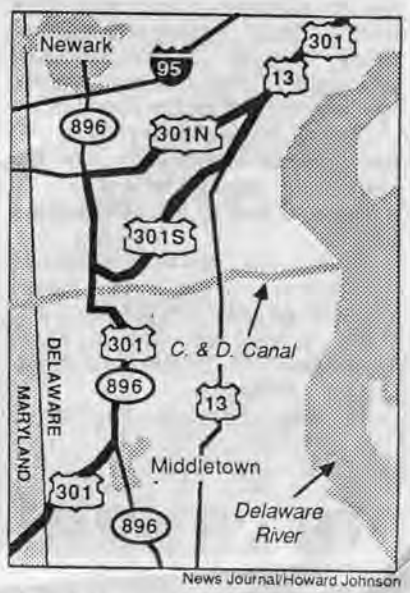
The Middletown-Odessa-Townsend area hasn't grown as expected. The county estimates the current population at 12,923.

The real growth occurred in places such as Pike Creek Valley, Hockessin and along Delaware 7. "It's where people wanted to live," Harbeson said.

That growth put unanticipated strain on roads in those areas.

The end result was legislation that authorized the use of turnpike money for a whole list of highway improvements — including the widening of Concord Pike and Delaware 4 and the construction of the Christina Bypass — but not the 301 connector.

Proponents of the connector continued to argue that the road was needed as traffic increased on Delaware 896 and truck traffic was routed around Middletown at the request of its residents.



News Journal/Howard Johnson

Three years ago, the road again became part of a study for a U.S. 13 relief route. One of the relief route alternatives would have allowed I-95 traffic to leave the turnpike at the Delaware 7 exit and travel a new four-lane, limited-access Delaware 7 to the relief route. The route then would have crossed the canal and been located far enough west to make a connector road with U.S. 301 feasible.

That option ultimately was rejected as too expensive and more harmful to the environment and farmland than other alternatives that didn't include the 301 connector. "There wasn't a single solution" to the relief route and the 301 connector, Davis said.

The state decided to go ahead with the relief route project, which already is being designed.

But highway officials decided the connector's time also has come, and it won a coveted spot on the priority list.

Regional transportation studies also are getting under way that could have an impact. Maryland and Virginia have agreed to a joint study of the feasibility of building a single bypass around Baltimore and Washington, D.C. One of the routes to be studied would involve U.S. 301.

"There's an excellent chance this bypass will start in Delaware," Parke said. But he expects that to be 20 years in the future.

time have marched Jim's
chiefs, commissaries, pro-
m honorable persons, some
en buying shoes and ships
l slings and all manner of
olishments and they have
procurement system.
er's turn to promise that

of defense designated by
r chairman of the Senate
d one of the architects of
dup of the armed services.
Rambo, referring to the
by that name, but Mr.
nd knows that budgetary
litary spending.
ices Committee Wednesday
firmed in the DOE post by
o tolerance" for waste or
lso pledged to implement
nended recently.
ut how big bucks are made
g the Senate in 1984 after
as Republican has made
s as a consultant to several
of supplying various latter
Defense.
he will be, unlike many
nd effective reformer.
o implement, he could do
nth's report by a commis-
Policy Institute and the
national Studies.
d by former Secretaries of
mes Schlesinger. Another
ird, was a member, as was
Armed Services chairman.
headway had been made
ocurement system because
sed on the old acquisition
al distribution of power."
l a bit familiar since some
estions by Sen. William V.

ned services should have a
of professional procure-
ined in procurement and
reers to it, not just plan-
s a step on the traditional

Reagan manifests racism

No black person over the age of 10 needs to pay anyone to tell him that he is a victim of racism and discrimination in this country. The Rev. Jesse Jackson, Benjamin Hooks and other black leaders are heads of advocate organizations that perform a variety of necessary functions for the black community. They are paid, as are many white people who head such organizations, to do difficult and demanding work. Apparently Reagan feels it's OK for whites to accept salaries for these jobs, but, as usual, blacks shouldn't enjoy the same opportunity.

If Reagan feels their acceptance of a salary for these kinds of jobs is wrong, why doesn't he follow President Kennedy's example and not accept his own salary? Considering the size of the deficit left from his administration, it's the least he could do.

President and Mrs. Ford were criticized for parlaying their tenure in the White House into big bucks after they left. Reagan will, no doubt, make the Fords look small-time.

Reagan continually expresses incredulity at the charges of racism leveled at him. All he has to do is look at his statements and actions to find the very credible basis for these charges.

GWENDOLYN SCOTT
Newark

Rescue delayed on I-95

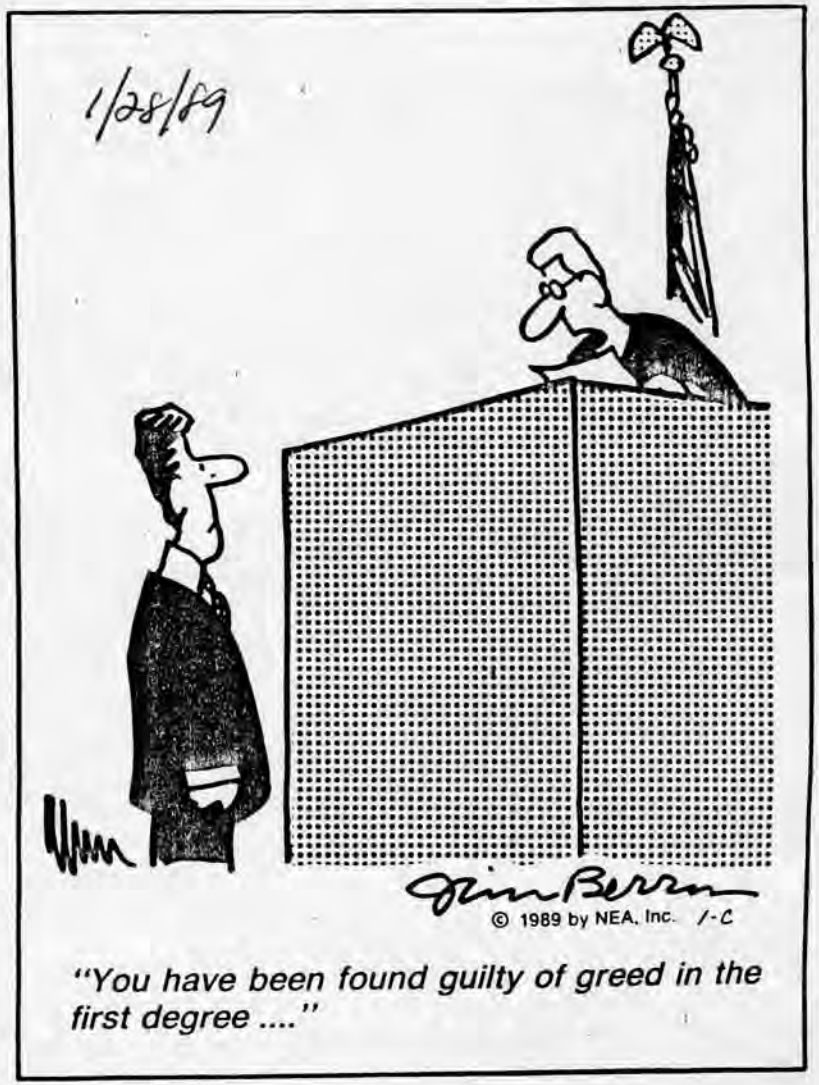
How about another Interstate 95 almost horror story? The evening of Jan. 4, the coldest night of the season up to then, I was southbound when my car broke down as I was passing Churchman's Marsh. I managed to pull over and stop at call box 0093. I pressed the call button at about 6:45 and got back in the car.

About 15 minutes later, a vehicle pulled up behind me and the driver invited me to wait and keep warm in his car. He identified himself as O'Grady, a correction officer. At about 7:15 p.m. I pressed the call button again, frequently. I even used my CB. No response. About 7:45, I pressed the call button again and went across I-95 and pressed that button.

After 8 p.m., my benefactor had to leave but said he would get the word of my plight to the service area. At about 8:15 p.m., a truck from the service area Gulf station stopped on his routine sweep. After trying to get me started, without success, he took me to the service area, where finally I was able to call for further assistance.

In that hour and a half, no police passed, nor was there any response from any turnpike commission emergency vehicle. Had not that gentleman stopped, it would have been a very cold night along Churchman's Marsh.

JIM COLE
Wilmington



"You have been found guilty of greed in the first degree ...."

Don't raise driving age

I am writing in response to a Jan. 3 letter concerning the driving age in Delaware. I am 17 years old and have [illegible] driving for over a year now.

I drive to and from [illegible] every day, which is over [illegible] each way. If I don't drive [illegible] I wouldn't be able to get to school because both of my parents work. To date, I have not been in an accident or gotten a ticket.

Not all teen-age drivers are bad. It is true that teen-age drivers are inexperienced, but all drivers are inexperienced when they first start to drive, no matter what age they are when they obtain their license. If the driving age is raised to 18, there will be more 18-year-olds getting in accidents because they will be the inexperienced drivers. If teen-age drivers are required to drive with an adult in the car, it may lower the number of accidents but it won't eliminate the problem because the inexperienced driver is still the one behind the wheel.

The number of teen-age accidents is high because of inexperience behind the wheel. Many other factors can contribute to these accidents, but they won't be eliminated by raising the driving age. By doing that, Delaware would only penalize the good teen-age drivers.

COLLEEN WHITE
Middletown

The News-Journal papers welcome letters. Please address them to Letters to the Editor, P.O. Box 1111, Wilmington, DE 19899

All letters must be signed and bear the address and, if possible, the daytime telephone number of the writer for purposes of verification.

All letters are subject to condensation.

You can expect to be surprised

Wilmington, Del., Saturday, July 9, 1988 Vol. 15, No. 30 A Gannett newspaper

© 1988, The News-Journal Co.

Traveler's tragedy on I-95

Staff photo by Chuck McGowen

A Georgia woman was killed and four people were hurt when their small truck was run off the road Friday. The driver of the truck that forced them off did not stop. Article, C2.

Georgia woman killed when truck flips on I-95

BY ROBERT ENGLER III
Staff reporter

A Georgia woman was killed and four people were hurt Friday in an accident on Interstate 95, state police said.

The crash took place about a mile from the site of a Thursday night accident in which a New York woman was critically injured

In Friday's incident, Catherine Lovas, 29, of Norcross, Ga., was fatally injured when another vehicle ran the utility truck in which she was riding off the left side of the highway near the service plaza at 10:25 a.m., said Cpl. William Eubank, a state police spokesman.

The vehicle that forced the truck into the median, where it flipped over and skidded back to the pavement, kept going after the accident, Eubank said. The vehicle was described only as white.

The fatality brought the year's highway death toll to 87, compared with 69 a year ago, he said.

Eubank identified the others injured in the accident as Sandra Finamore, 29, the driver of the utility truck, and her three sons, John J. Parent, 12, Thomas J. Parent, 10, and Joel A. Parent, 7. All were from Norcross, said Eubank.

Eubank said Finamore was driving north in the far left lane when a vehicle in the adjacent lane drifted toward her vehicle.

Finamore swerved the truck and jammed on its brakes, Eubank said. When it ran off the pavement, she lost control of the vehicle and it rolled over several times before stopping on its left side, he said.

Christiana Fire Company volunteers and New Castle County paramedics transported the injured to Christiana Hospital, where Lovas was declared dead at 12:48 a.m., Eubank said. Finamore and her sons were treated for cuts and scrapes.

The accident occurred just south of the site of Thursday night's two-car accident in which one southbound auto sideswiped another, went out of control and ran into trees before flipping. Naseem Ali, 30, of New York, was in critical condition at Christiana Hospital's intensive care unit with injuries from the accident. Molly Ghany, the driver of the car in which Ali was riding, was at the same hospital in fair condition. The driver of the second car, Charlean N. McMillan, 32, of Philadelphia, was not injured, police said.

- Weather, B2
- Record, B6
- Obituaries, B7
- Classified, B8

This morning

B SECTION

In the region

Plans to alleviate water shortages questioned

Five people testified Wednesday at a hearing in Wilmington on the Delaware River Basin Commission's proposals to alleviate water shortages. Speakers questioned relaxing salinity standards in the river and a new regulatory program that would limit future water use.

By lowering salinity standards, more fresh water could be diverted from the Delaware River above Trenton, N.J., and used as drinking water for the Northern New Jersey area. But Alicia Greig, who spoke on behalf of Pennsylvania state Rep. Samuel W. Morris, D-Pottstown, argued that this would make the river downstream saltier and be unhealthy for residents of Chester County.

N.J. Treasurer loses 150 employees, computer

TRENTON, N.J. — The state Department of the Treasury will lose 150 employees and a valuable computer system due to budget cuts made by the state Legislature, Treasurer Kenneth R. Biederman said Wednesday.

In an Associated Press interview, Biederman said cutbacks in his department will mean slower processing of paperwork, a delay in necessary computerization and a reduction in tax revenues.

Back ailment forces Gov. Kean out of action

TRENTON, N.J. — Gov. Thomas H. Kean is suffering from a recurring back ailment and has canceled his public appearances for the rest of the week, his office announced Wednesday.

Kean began experiencing back pain early this week while attending the National Governors' Association meeting in Afton, Okla., said press secretary Carl Golden.

N.J. transportation projects to be delayed

TRENTON, N.J. — The state Department of Transportation, suffering from budget cuts, has told county and municipal governments throughout New Jersey that about 120 local road projects will be delayed unless they can provide local funds.

Jarrett Hunt, assistant chief engineer for operations and local aid, said Wednesday that the DOT had planned to fund these projects with $8 million in state money and $24 million in federal matching grants during the 1982-83 fiscal year.

But the $8 million state appropriation was cut by the Legislature during the state budget crisis last June.

— Compiled from dispatches

Campaign notes

U.S. Senate: *Kennedy to speak for Levinson*

U.S. Sen. Edward M. Kennedy, D-Mass., is expected in Wilmington Monday to campaign for Democrat David N. Levinson, who hopes to unseat incumbent Sen. William V. Roth Jr., R-Del.

Kennedy's visit will include a press conference, a rally, and a brunch, all at the Radisson Wilmington Hotel. Thomas Pazzi, Levinson's campaign manager, says Kennedy's schedule is hectic, so he will only be in town a couple of hours.

Kennedy and Levinson met at Harvard College where they were school chums.

In addition, Vice President George Bush has tentatively agreed to attend a fund-raiser for U.S. Rep. Thomas B. Evans Jr., R-Del.

2 men nabbed in charity scam

Facade falls apart as pair puts arm on wrong victim

By LARRY NAGENGAST
Staff reporter

It sounded like a worthy cause — the Blackman Small Business Association — with the endorsement of a well-regarded figure, Wilmington Municipal Court Judge Leonard L. Williams.

But the apparent scam conducted by two city men fell apart Tuesday night, Wilmington police said, when one of the suspects picked on a liquor-store owner who has known the judge for years.

Leotis Johnson, 32, of the 2300 block of Locust St. was charged with theft by false promise and third-degree conspiracy and held under $1,000 bail.

Derek L. Mundy, 25, of the unit block of Henderson Drive was charged with two counts of third-degree conspiracy and released on his own recognizance.

Wilmington police spokesman Lt. Francis T. Monaghan III said Johnson and Mundy were working their way along Pine Street between 8 and 9 Tuesday night, soliciting contributions for what they called the Blackman Small Business Association.

Johnson approached a clerk at Pine Beverage Inc., a liquor store at 734 Pine St., while Mundy did the same thing at Fawcett's Liquors, 900 Pine St., Monaghan said.

Neither one got any money, Monaghan said. However, Johnson told the clerk at Pine Beverage that he had been "sent by Lenny Williams."

A few minutes later, Monaghan said, the owner of the liquor store got a call from a man who identified himself as Judge Williams and asked for a $100 contribution.

The owner agreed to make a $50 contribution — then called police. Detectives went to the liquor store and arrested Johnson.

The liquor store owner was Harmon R. Carey, who, like Williams, is a veteran black activist in Wilmington. Carey and Williams have worked together in several community organizations, including the Martin Luther King Center.

According to Monaghan, Carey told police he would have "no trouble recognizing Williams' voice" and realized immediately that the man who called him was not the judge.

Monaghan said police contacted Williams, who told them he had no knowledge of the Blackman Small Business Association.

Police said Johnson and Mundy were working together, but investigators are not sure whether they had approached any other businessmen. Monaghan urged anyone who has been solicited by either of the men to contact Wilmington police detectives.

Wednesday, Dec. 14, 1983

AP

Turnpike scene — Firemen inspect what's left of the cab of one of three tractor-trailer trucks involved in a fiery pileup early Tuesday on the Pennsylvania Turnpike between the Willow Grove and Fort Washington exits. Two drivers were injured and east-bound lanes of the road were closed for seven hours after the crash.

EVENING JOURNAL

A GANNETT NEWSPAPER / WILMINGTON, DELAWARE / FRIDAY, JUNE 24, 1983 / 112TH YEAR, NO. 205 / 25 CENTS

© 1983, The News-Journal Co.

3 die in fiery crash on I-495

Staff photo by Fred Comegys

Battallion Chief Fred Quashne examines charred remains of the car in which three people were killed this morning.

Car's gas tank ignites after impact with truck

By MATTHEW CASEY
Staff reporter

State police say three people were killed this morning in a fiery car-truck accident on the Interstate 495 bridge crossing the Christina River, west of the Wilmington Marine Terminal.

Identities of the victims — believed to be a 32-year-old New Castle-area woman, a 12-year-old girl and an 8-year-old boy — were withheld by police at mid-morning, pending notification of relatives.

Three other people required hospital treatment after the accident, which occurred about 7:20 a.m. in the northbound lanes of the highway, at the south end of the Christina River Bridge.

Heavily traveled I-495, which roughly parallels the Delaware River, is an eastern bypass around Wilmington, popular as a truck route to avoid the narrower Interstate 95. It rejoins I-95 near Claymont, north of Wilmington.

According to a preliminary investigation, an empty tanker truck had broken down and was parked in the right-hand lane, waiting for a tow truck, said Cpl. Barry I. Beck, a state police spokesman.

Beck said Charles Lutz, 34, a driver for Port East Transfer Inc. of Baltimore, told him the clutch had failed on his truck as he went up the bridge around 6:30 this morning, heading for New Jersey. Lutz tried to make the repairs himself, but couldn't and went in search of a pay telephone to call a tow truck.

Before leaving, Lutz told Beck, he first put out reflectors to alert other interstate motorists about his broken-down rig, and then an Amtrak police officer stopped and gave him several flares, which he put behind the truck.

Lutz — who hitchhiked to and from the pay phone — said that as he rode back up the interstate to where his truck was stalled, he saw black smoke coming from the bridge, and northbound traffic was beginning to back up. Beck said Lutz jumped out of the car and rode to the scene in an emergency vehicle.

The woman who was killed was driving north, with the children and another woman, Ethel Tillery of Penn Acres, as passengers. She slowed her two-door sedan behind the stalled truck and may have stopped, waiting for traffic to clear in the adjacent lane.

Beck said another northbound sedan, driven by John Cross, 20, apparently hit the rear of the woman's car, glancing off it and

See CRASH — A5

Crash

• Continued from A1

causing it to ram the back of the truck. The impact caused the woman's gas tank to explode.

Tillery was pulled from the car by a passerby and was not burned, Beck said.

The car was demolished by fire. The bodies of the woman and children remained in the wreckage, to await the state medical examiner.

Beck said Tillery was taken to Delaware Division with internal injuries. Her condition was not immediately available.

Lutz and Cross were taken to the same hospital. Lutz was treated for shock and released to police for further questioning, Beck said. Cross was treated at the hospital for neck and minor head injuries.

Wilmington firefighters and New Castle County paramedics were dispatched to the accident at 7:27 a.m.

A massive traffic jam ensued at the Christina River Bridge.

Extra fire engines with water tanks as well as the Wilmington fire boat were called to help put out the fire.

Some fire engines parked under the interstate on Christiana Avenue and pumped water to firefighters battling the flames above on the bridge.

Dark black smoke could be seen from as far away as Richardson Park while the wreckage burned.

Wilmington and state police and a crew of Wilmington civilian police aides set up detours, as rescuers tried to get through the traffic. I-495 was closed in both directions near the accident scene for more than an hour while firemen cleared the debris.

Northbound I-495 traffic was diverted onto I-95, but the highway was reopened about 10:45 a.m.

Staff reporter Phil Milford contributed to this story.

... more of the spaces were See PARKING — B2

Morning News (B) 1/29/85

Rig spills juice concentrate, closes I-295

Traffic halted more than six hours

A tractor-trailer carrying drums of orange juice concentrate overturned on the southbound Interstate 295 entrance from Terminal Avenue on Monday, spilling 660 gallons of the liquid and halting traffic for more than six hours, state police said.

The truck's driver, Christopher Underwood of Clayton, was not injured in the accident, which occurred about 3:30 p.m.

He was charged with driving at an unsafe speed and driving with an improper license.

Underwood was hauling for Liquified Orange Juice Co. of New Jersey.

The orange juice company was forced to bring in a forklift and another truck to transfer the undamaged drums.

About 12 barrels, each containing about 55 gallons of the concentrate, broke open after the 18-wheeler overturned, police said.

Liquified Orange Juice officials asked the Holloway Terrace Fire Company to help clean up the spill, but Chief J. William Bell said that he would not use his firefighters or equipment because it was not an emergency situation.

He said that to do the work for the juice company would be a waste of tax money and a waste of the fire company's time.

Reported to O-Town 1/28/85 9:45 AM