

FLORIDA UTILITIES COORDINATING
COMMITTEE - MEETING MINUTES
TALLAHASSEE, FLORIDA
NOVEMBER 13, 1942

The quarterly meeting of the Florida Utilities Coordinating Committee was held at the Floridan Hotel, Tallahassee, Florida, November 13, 1942. A list of those present follows:

R. L. Atkinson	Ernest Grubbs
E. L. Cox	Wilkins Linhart
R. S. Davis	E. M. Menendez
B. A. Galloway	A. N. Seward
W. F. Girtman	L. S. Terrell
J. R. Gramling	Stanley Warth ✓
A. B. Greene	B. E. Wilkerson

The meeting was called to order by Chairman B. A. Galloway, at 10:30 A. M. Minutes of the previous meeting were read by the secretary and approved as read.

CARRY-OVER BUSINESS

Under the order of old business, the sub-committee appointed to meet with the members and staff of the Florida Railroad Commission to unify the crossing specifications, reported thru sub-committeemen Terrel and Warth that the meetings of September 23rd and November 12th were entirely successful, due substantially to the fine cooperation of Messrs. Green and Girtman. It was reported that the Railroad Commission has accepted the revisions of Part One, governing the construction and maintenance of telegraph, telephone and other communication lines, crossing the tracks of steam railroads and that the revised specifications will be issued in due time. The Part Two, governing the construction and maintenance of electric light and power lines crossing the tracks of steam railroads, is to be revised at a time more convenient to the Commission. In the interim, it has been suggested that The National Electric Safety Code, U. S. Bureau of Standards, specifications be followed, since the revision of Part Two will conform to the NESC standards. It was indicated that members of the committee may expect a letter from the Commission to this effect at an early date. The sub-committee having thus commendably discharged it's duty, was discharged of further work by direction of the chairman.

CORRESPONDENCE

A letter of advance notice by the Florida Power & Light Company to the Southern Bell T & T Company to construct a transmission line near Keystone Heights, Florida, was read and placed on file.

DISCUSSION

Mr. Warth suggested that notices of intent to construct were not coming from some of the companies as faithfully as might be possible should they realize the complications that may be averted if a little informal discussion could be had beforehand. Mr. Wilkerson said that may be some of the smaller companies felt self conscious because they were not equipped to turn out "fancy" drawings like the Florida Power & Light

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Company, and the Southern Bell T & T Company. It was pointed out by another member, that probably the smaller companies could avail themselves of the small scale multilith maps to be very reasonably obtained at the State Road Department, Maps and Research section. Mr. Wilkerson suggested that applications for crossing permits should have correct arrows and mile post distances in order that rail companies could expedite the granting of such permits.

Mr. Galloway, chairman, directed that the secretary read the roster of members in order that those now unable to receive correspondence because of service in the Armed Forces or non-affiliation with services represented by the committee activities, be removed and their successors placed on the list.

Mr. Warth suggested that the names of district and maintenance engineers of the State Road Department and others of similar capacity with rail, communication, power and public services be sent into the secretary, in order that they be especially invited to attend our meetings when and as held in their districts.

NEW BUSINESS

When new business was asked to be set before the committee, considerable discussion was evoked by the letter from Mr. J. H. Dowling, State Highway Engineer, dated November 10th and received by all committee members. The matters of filing an application for permission and the employment of a nurseryman to supervise the trimming work seemed to produce the widest diversification of interpretive thinking. Mr. Wilkins Linhart stated that the practice of hiring a nurseryman to supervise routine tree trimming would be sure to work an unbearable financial hardship on his and other small communication companies, if thus pyramided upon the already heavy burden of increased war traffic and manpower shortage problems. Mr. E. L. Cox and Mr. Joe R. Gramling suggested that Mr. Dowling be invited over to meet with the committee and give us the benefit of a personal interpretation of the letter. This he very obligingly did at the expense of a busily scheduled day.

Mr. Dowling explained at length the very high standing of Florida among the States having a comprehensive program of highway beautification and expressed gratitude for the cooperation extended by members of the committee and the firms represented by them. He stated that several regrettable instances had been recently called to his attention, where trees had been butchered or at least improperly trimmed by workmen engaged in the installation of additional cross arm facilities, and in order to stem-off a recurrence of such incident he had hurriedly sent out this letter. In brief, Mr. Dowling suggested that:

1. (a) Where trimming or clearing permission is granted in connection with a new extension, the trimming work should be investigated together with a Division or District Maintenance Engineer, and if, in his opinion, a valuable tree might be seriously disfigured or fatally injured, the services of a nurseryman was indicated as being essential.

- (b) Where clearing only, of timber trees or scrub stock, directly on and along the State owned dedication, the work should be a turnkey job. Tops and slashings to be disposed from sight, stumps immediately removed and the drainage profile conformed.
 - (c) New lines along highways, for a distance of 50 ft. back, even though on privately owned rights of way, should be, insofar as feasible, treated as in (a) and (b) above, as a matter of pride in our State highway system and to cooperate with the department in harmonizing the interest of persons assisting in this endeavor.
2. Where the addition of new facilities or changes in construction or tree growth requires the amputation of major branches, the company should review the work, as outlined in 1 (a). If the tree might be deformed as a result of the operation, it is suggested that other trimming be performed by a nurseryman to bring the tree into esthetic balance.
 3. In the performance of routine trimming to keep lines in service and well maintained, the work should proceed as in the past with the usual good results.

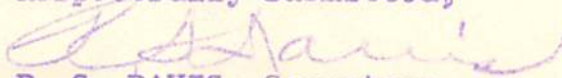
Mr. Dowling was thanked by the chairman for his very fine talk and the whole matter of tree trimming along highways was clearer to all.

Mr. Stanley Warth stated that the matter of transportation being as serious as it now was, some members had suggested to him that the committee should meet less frequently for the duration, possibly tri-annually or semi-annually. The suggestion did not meet with general agreement, since some argued that matters of importance continually coming to the attention of the committee should not wait for 6 months or in some instances even four months. It was then moved by Mr. Warth and seconded by Mr. Bill Girtman that we hold our scheduled quarterly meeting in February and at that time take a vote on the matter.

Because of the better train schedules and the cordial invitation of Mr. Warth, the members present accepted his invitation to hold the next meeting at Jacksonville, Florida, on Friday, February 12, 1943, at the Hotel Seminole, arrangements to be made by Mr. Warth.

There being no further business the meeting was adjourned.

Respectfully submitted,



R. S. DAVIS, Secretary

FLORIDA UTILITIES COORDINATING COMMITTEE