

FLORIDA UTILITIES COORDINATING COMMITTEE
MEETING MINUTES
JACKSONVILLE, FLORIDA
SEPTEMBER 15, 1944

The regular quarterly meeting of the Florida Utilities Coordinating Committee was held at the Seminole Hotel, Jacksonville, Florida, September 15, 1944.

Those present were:

Ray L. Atkinson	A. N. Seward
Ben Darlington	E. G. Shelor
Red Davis	J. R. Slade
Al Galloway	Ralph Smith
Bill Girtman	A. R. Swanson
A. B. Green	L. S. Ferrell
R. J. Hopper	J. M. Wasson
C. U. Jellison	Wayne Warfield
Wilkins Linhart	Homer Welch
H. L. Martin	B. E. Wilkerson
E. M. Menendez	Ken Williams
C. U. Samenow	P. H. Wright

The meeting was called to order by Chairman Red Davis at 10:40 AM, and the minutes of the previous meeting were read by the Secretary. Mr. Atkinson called attention to an error in part of his discussion which read as follows: "The service now has 200 such towers and they will increase to 300 or more after the war." This should have read: "The service now has 100 such towers and they will increase to 200 or more after the war." Thanks Ray, for calling our attention to this mistake. With present day high prices, high national debt, high production and high skirts, it is no wonder that the Secretary made a mistake of 100.

Mr. Davis asked that the fellows present rise in turn and give name and affiliation. The Chairman welcomed Mr. C. U. Samenow with REA in Washington, and Mr. E. G. Shelor, salesman with Automatic Electric Company. Mr. John R. Slade, State Road Department, was present to carry the ball for Mr. Dowling, who was unable to attend because of other duties.

OLD BUSINESS:

The subject of wire crossings over railroad tracks in close vicinity of bridges or pile structures was brought up to make clear that crossings could be made of less than the required 50 ft. clearance, if some demountable method for handling wires could be employed to facilitate operation of a pile driver and other machinery. Also, as stated before, in case of extreme emergency when proper clearance would be made as soon as possible.

CORRESPONDANCE:

Notices of intend to construct by:

Florida Power and Light Company to Southern Bell Telephone and Telegraph Company of intent to construct a 66000 volt line along a part of State Road #48 just west of St. Augustine, Florida.

CORRESPONDANCE: (Continued)

Florida Power and Light Company to Peninsular Telephone Company of intent to construct a distribution line along a portion of State Road #5 between Sarasota and Bradenton.

Southern Bell Telephone and Telegraph Company to Clay County Cooperative of intent to construct a toll line along south side of State Highway #28 between Baywood and Grandin.

Letter of acknowledgement from Mr. R. J. Hopper to Mr. Fred E. Bently, REA at Quincy, of letter from Mr. Bently regarding construction of power line along Federal Highway #90. Copy of notification from Mr. Bently to Secretary of Utilities Coordinating Committee was not forthcoming.

Letter from Mr. Menendez of Southeastern Telephone Company to Mr. C. R. Horne, Engineer for State Road Department, requesting removal of some dangerous tree conditions for telephone line and roadway alike.

Later, a letter of thanks for prompt cooperation from Mr. Menendez to Mr. Horne.

A letter to the Secretary from Mr. J. P. Walker, General Superintendent of the Southern Division of Atlantic Coast Line railroad. Mr. Walker, in referring to the discussion regarding overhead wire crossings at bridges or pile structures, said in part, that in 1929 during serious floods in Alabama, work on re-habilitation of one of their railroad lines was held up for a period of approximately 24 hours waiting for the power company to change a power line crossing the tracks at a trestle.

This brings home the necessity for this ruling, as no doubt the power company had their hands full at the time and would rather have been doing something else.

DISCUSSION:

Mr. Williams asked the following question which brought about quite a bit of discussion: "Should an additional contract be made between wire company and railroad company, if crossing with drop wire was constructed over general location already covered by agreement."

Mr. Wilkerson stated that this was usually handled by attaching a letter of notification to contract from wire company to railroad company.

Mr. Williams continued by asking how railroad companies coordinated the construction of spur tracks under existing wire lines, and stated that he had a case now where a spur was being built under his line and clearance would be insufficient, yet no notice had been given to him.

Mr. Wilkerson answered that notification should be given by the industry requesting the construction of the spur, but that the railroad company should determine if clearance was sufficient from a safety standpoint before operating trains over new track.

Mr. Wasson gave an incident where track was constructed under existing wires, and train was operating before his company was notified. It was his thought that maybe some notice could be given through the Committee to eliminate this difficulty.

DISCUSSION: (Continued)

Mr. Wilkerson pointed out that the work was often done before notice to hoods of the railroad companies was forthcoming. Small jobs are handled between operating forces and engineering department, and thus would receive no notice from the Company officials until completed.

Mr. Jellison brought out that it is written in the contracts between railroad companies and wire companies that when a track is extended under existing line either railroad company or industry bears expense of any move or change to property of wire company. Therefore, it seemed to him that the responsibility for notification rests on the shoulders of the one bearing the expense.

Mr. Jellison recalled a place near Canal Point where a track was built under existing wire line and a man was knocked from a box car because of insufficient clearance. After this incident the telephone company was asked to raise their line. Fortunately the man was not killed, but it was his belief that this could have been avoided with proper coordination.

Mr. Menendez asked if the railroad company did not require proper clearance before operating their equipment over tracks built for or by other industries.

Along this line Al Galloway said that it seemed to him it would be up to the local people to avoid any conflict of this kind. Mr. Girtman thought that cases of this kind between railroad and wire companies had their parallel in those between telephone and power companies. Further it was his opinion that coordination should be handled, as near as possible, on the same bases as between wire companies extending their facilities over or under other wire companies.

Mr. Wasson brought to a head this discussion by putting the following motion: "That notification be given insofar as possible from railroad company to wire companies of wire crossings that might interfere with proper operation of track." It was seconded by Al Galloway, and motion was carried.

Mr. Davis brought to the attention of the members the fact that this meeting had been postponed thirty days to afford the opportunity of meeting with some of the REA superintendents. The next meeting would fall in sixty days if the present schedule was retained. Red asked for comments.

It seemed to be the consensus of opinion that the dates for the Committee meetings are well established and should be kept as they are. However, from past experience it looks like this will crowd the Secretary in making his report, but better late than never is our opinion.

Mr. Smith said he had hoped there would be a better showing of REA superintendents at the meeting because it was a fine opportunity for them to see what the Committee was doing and how the "personal touch" would make light work of difficult coordinating problems. He went on to say that the superintendent's meetings were held about the same time as the Committee meetings and with their curtailed budget it was almost impossible to get approval from REA headquarters for traveling expenses.

Mr. Homer Welch extended the thanks of the REA superintendents to the Committee for affording them the opportunity of meeting together with the Committee. He added that the REA fellows expressed the wish to cooperate in every way possible with other utilities and although there had been some friction in the past, every effort would be made in the future for harmonious collaboration.

Quite a bit of "hair letting" went on for the next few minutes as was aptly proven when Ken Williams and Homer Welch got together on an old subject, namely, the "Can't you stay on your own side of the road project to Pine Island." Homer told Ken that he would be glad to get together with him, and do what he could to straighten out this conflict. Ken added that he would certainly do his part to cooperate with Homer.

For the benefit of the guests, Mr. Davis reviewed the purpose and attainments of the Committee and showed how the "legal angle" had been left out of Utilities Coordinating problems. He went on to say REA is one of the big wire companys of the State, and is just as concerned with the work of the Committee as are other utilities. Meetings are rotated over the State to give an equal opportunity to all companies to have some representation at meetings during the year. Mr. Davis continued by saying that when the meeting was held in the vicinity of an REA Cooperative the local fellows should make an effort to attend to keep in touch with Committee activities.

Mr. Girtman said that in the old days over-building and under-building without notification was a common occurance, but since the organization of the Committee this had been eliminated, and the fellows really make an effort to cooperate with each other.

Mr. Welch pointed out that their job had not been easy and were thankful for the help extended by both power and telephone companies in the solution to some of their problems. His experience, he added, was that mighty fair treatment had been received from other utilities.

ANNUAL ELECTION:

Chairman Davis opened by entertaining a motion for a successor to the Secretarial post. Mr. Girtman rose slowly to his feet as one burdened with the news of the Fall of Rome or the Chicago Fire. His next words will go down in Committee history as a true indication of what contemporary politics has done to the small organizations of the country. His words rang with his sincerity in keeping up with the times and Franklin D. "Boys," he said, "let's keep what we got for a third term; we are already one term behind."

The Chairman and Secretary offered some weak excuse about company policies and stamp money, but it was no match for the "Girtman Railroading Machine". Mr. Buckels was not there to defend our cause so the vote was unanimous.

NEXT MEETING PLACE:

Mr. Williams invited the Committee to Ft. Myers which met with unanimous approval.

Mr. Davis thanked the Southern Bell fellows for the fine arrangements made for the meeting.

Meeting adjourned at 1:00 P.M.

FLORIDA UTILITIES COORDINATING COMMITTEE

B. M. Darlington
Secretary