

MINUTES  
FLORIDA UTILITIES COORDINATING COMMITTEE  
WINTER PARK, FLORIDA  
FRIDAY, MAY 10, 1946

The quarterly meeting of the Florida Utilities Coordinating Committee was called to order sharply before noon by Chairman B. N. Darlington. Due to the unavoidable absence of Mr. J. G. Sparkman, the chairman impressed an acting secretary to take notes and report on the proceedings of the meeting.

The following were present:

Cliff Benham	Florida Power Corporation	Winter Park
John S. Cadell	State Road Department	Orlando
B. N. Darlington	Peninsular Telephone Company	Tampa
R. S. Davis	Florida Power & Light Company	Sarasota
C. J. DeCamps	State Road Department	Tallahassee
W. T. Fray	Southern Bell Tel. & Tel. Co.	Orlando
A. L. Galloway	Winter Park Tel. Company	Winter Park
J. K. Galloway	Winter Park Tel. Company	Winter Park
W. F. Girtman	Florida Railroad Commission	Tallahassee
R. R. Johnson	Florida Power Corporation	Winter Park
A. W. Kelly	Florida Power Corporation	Winter Park
L. E. Loper	Florida Power & Light Company	Arcadia
Ernie Menendez	Southeastern Tel. Company	Tallahassee
Vincent Nolan	Florida Power & Light Company	Sarasota
E. A. Sinnes	Southern Bell Tel. & Tel. Co.	Orlando
R. L. Smith	Florida Power & Light Company	Lake City
Stanley Warth	Southern Bell Tel. & Tel. Co.	Jacksonville
B. E. Wilkerson	Seaboard Air Line Railway	Tampa
H. G. Williams	Florida Power & Light Company	Daytona Beach
K. H. Williams	Inter-County Tel. & Tel. Co.	Fort Myers

The minutes of the previous meeting were read and accepted.

#### CORRESPONDENCE

Notices of intent to construct were not available because of the regular secretary's absence; however, several notices were quoted from memory, but enough errors creep into these minutes without resorting to guesstimating. Accurate records and data can be made available at the next quarterly meeting, therefore, the imprest secretary elected to let the official mail tell the story.

A copy of a letter was read by the secretary at the request of the chairman, in which the Engineer, Mr. H. P. Coloney, of the State Road Department, suggested to his division engineers the manner in which they should cooperate with their R/W engineer and the wire users to promote a more understandable and a more workable plan of adjusting pole lines and other utilities during highway construction work.

#### DISCUSSION

Mr. Stan Warth wanted a motion in their records commending Mr. C. J. DeCamps for the fine way in which he has handled this whole coordination matter. The motion was duly made and carried, and in

addition, Mr. DeCamps was welcomed into the committee as the department's official representative at the quarterly committee meetings.

Mr. Ken Williams said that he had had several occasions to handle small road department coordination problems and that he found the cooperation excellent. Mr. Darlington said that he and Mr. J. W. Allen had occasion to do some coordination work in Mr. Allen's division and as always, "the issues were easily and promptly resolved".

Mr. DeCamps said he thought that everything from the department's viewpoint was working out nicely.

Mr. R. L. Smith said that he was confronted with the necessity of building several miles of line on private R/W, overbuilding forest and park service line or relocating the park service line to the opposite side of the roadway, alongside other communication lines. The location is on US 90, about 15 or 18 miles due westphalen from the sidefumbling Geneva gear or the counter-clockwise from Wellensprocket. Smith wanted to know what rights, if any, were involved. Upon questioning further, it was disclosed that he had not as yet contacted the park service department to see what could be done. It was suggested that he contact Mr. Ray L. Atkinson of the department's Lake City office and our very able member, and that the two of them endeavor to work out a satisfactory solution. Mr. Stanley Warth made the observation that it was customary for communication lines to occupy one side of a roadway together, leaving the other available for power supply lines and, of course, this custom works the same for supply companies when they get the initial permit to use the roadway.

Mr. Ken Williams then wanted to know, "Where am I expected to go in Wauchula?", for at one place in the town, Florida Power Corporation has one side, City has another, then Western Union which in turn is followed by some tracks of Atlantic Coast Line, then R.E.A. is snug up to the last one. Some wiseacre with a soul leaning to levity and away from the seriousness of Mr. Williams' dilemma, suggested where Mr. Ken Williams might go, but not having his asbestos suit, he declined with a characteristic Williamsonian rejoinder.

Mr. Ernie Menendez, who does such competent committee work, seems to have also hit his stride at the recent Florida Engineering Society meeting at Jacksonville. It seems that Ernie is on an electrical engineers' committee, together with Bill Johnson of Miami, and for the society convention they were to show cause why the wiretwisters of the state should expect their salt for another year. As his theme, Ernie used the electrical men on the Florida Utilities Coordinating Committee roster as an example of what coordinated boondoggling can do as contrasted to the one-handed-shovel variety of individualism.

Bill Girtman, not to be outdone by the minor league boys, stated that he had copies of booklet outlining the rules, laws, regulations and so forth, governing the railroad commission, and that he will mail them out by request.

Mr. Darlington said that Peninsular system, out near the Coronet Phosphate Co. plant, was going through a most unusual ordeal of intermittent spasms of noise, and that these surges practically rendered his

lines unfit for use. Upon investigation, it was found that a 100 HP washer pump motor had been placed very near the Peninsular lines; a check showed the noise to coincide with the starting duty cycle of the motor. Mr. Darlington has determined that his system is picking up this noise by induction from power source through the 2300 volt line feeding the motor which has an aggregated separation totaling  $18\frac{1}{2}$  inches from his toll line. The power line is temporary construction and is moved from time to time as the mining operations progress.

Mr. H. G. Williams suggested that a little closer personal coordination might do a lot to prevent these conditions before it became necessary to apply remedies.

The committee was most pleased to welcome back Joe Galloway from his tour of duty with Uncle Sam's Navy, but this does not mean we are willing to lose Al Galloway.

The committee accepted by acclamation the invitation of H. G. Williams and R. L. Smith to hold the next quarterly meeting at Sarasota, Florida. Their agent, R. S. Davis, will take care of the necessary details. Mr. Darlington alleviated Davis' fears greatly when he offered to pay for all the salads and one-half of the cost of all condiments served for dinner.

There being no further business to come before this session, the meeting adjourned to reconvene at the Candlestick Inn where the Galloway Boys, and A. W. Higgins' Boys, had caused to be served, a most excellent lunch.

Respectfully submitted,

J. G. Sparkman, Secretary