

THE FLATWHEEL

The Official Monthly Publication of the Central Florida
Railway Historical Society, Inc.



January 2016

January 2016 Meeting

Monday, January 11th at 7:00 PM

Central Florida RR Museum

101 S. Boyd St., Winter Garden, FL

Program: Remembering Our Best Railfan
Trips As We Celebrate 45 Years

By: Ken Murdock

Refreshments: Roger Wilson

February 2016 Meeting

Monday, February 8th at 7:00 PM

Central Florida RR Museum

101 S. Boyd St., Winter Garden, FL

Program: To Be Determined

By: To Be Determined

Refreshments: Irv Lipscomb

Central Florida RR Museum Host Duty Schedule January 2016

DAY	DATE	HOURS	MUSEUM HOST
Saturday	1/2/2016	1 P.M. – 5 P.M.	Jarrod Reynolds
Sunday	1/3/2016	1 P.M. – 5 P.M.	Gary Dettman
Saturday	1/9/2016	1 P.M. – 5 P.M.	Irv Lipscomb
Sunday	1/10/2016	1 P.M. – 5 P.M.	Phil Piet
Saturday	1/16/2016	1 P.M. – 5 P.M.	Dan & Janet Crusie
Sunday	1/17/2016	1 P.M. – 5 P.M.	Ross Marvin
Saturday	1/23/2016	1 P.M. – 5 P.M.	Lloyd & Sylvia Brown
Sunday	1/24/2016	1 P.M. – 5 P.M.	Clarence Hurt
Saturday	1/30/2016	1 P.M. – 5 P.M.	Irv Lipscomb
Sunday	1/31/2016	1 P.M. – 5 P.M.	Mike Kelly



The Winter Garden Heritage Foundation's Yellow Chessie System Caboose has recently received a complete restoration inside and out. It looks great and once again, is a great addition to downtown Winter Garden.

**January 2016
Museum Work Session
Saturday, January 16, 2016
8:30 AM to 3:30 PM
Please come out and help
with the many chores that
need to be done!!!!**

January Birthdays

**Bob Grenier 1/12
Bill Dusenbury 1/17
Irv Lipscomb 1/18
Randall Thornton 1/31
Al Weber 1/31**

This Is The Way It Was

This monthly photo column by Ken Murdock features railroad scenes of the past, a look back into railroading's history.



This early 1940s scene finds ACL Pacific 1508; class P-5-A, at the old downtown depot on First Street in St Petersburg, Florida, after having arrived with one of ACL's named west coast trains from New York. Note the pen stripping on the cylinder and the stripe and round logo on the tender, all of which added a nice touch of class. *Sam Appleby photo, CFRHS collection*



This photo of SAL's new EMC E4 3006 as it arrived in St. Petersburg, Florida after pulling the very first *Silver Meteor* from New York City on February 7, 1939. This new all stainless steel streamliner drew a large crowd of spectators, which is evident in this scene. The *Silver Meteor* name plate on the locomotive would eventually be removed to allow more flexibility in power assignments. *Sam Appleby photo, CFRHS collection*



This scene finds SAL 4-8-2 219, class M-1, taking water while making a north bound stop at Sebring, Florida in the early 1940s, as it made its way from Miami to New York City. The second car is an RPO-coach and the fifth car an SAL "*American Flyer*" car, nick-named due to its design looking similar to cars produced by the toy train maker with that name. *Sam Appleby photo, CFRHS collection*

December 2015 Museum Report

By Ken Murdock, Museum Curator

We had another outstanding monthly museum workday on December 19, 2015, with 9 members participating who included Phil Cross, Lloyd Brown, Al Sharp, Ross Marvin, Jarrod Reynolds, Irv Lipscomb, Jerry & Ginger Honetor and your curator. Many chores were taken care of which included cleaning up around the outside and housekeeping chores on the inside, primarily by Phil Cross. Lloyd Brown took care of some touch-up painting of the brown trim (his favorite color) on the inside and then started organizing our newspaper clippings into protective sleeves and files.

Phil Cross and Al Sharp ran a cat5 cable from the library computer to the Roper Building so that we can get temporary Wi-Fi there for our computers and printers. Al Sharp and I worked on the walls in the Roper Building, adding nails and screws to the OSB sheets on the walls which were never adequately nailed. This was to secure the material flat to the studs so that sheetrock can be installed over it in the area where the new library will be built. Phil, Ross Marvin and I also pulled up more carpeting in the Roper Building, getting the area ready for construction when the permit is issued. Phil and Al also broke down a number of cardboard boxes and put them in the re-cycling bin.

Irv Lipscomb spent most of his time filing maps, calendars, timetables and brochures in the flat files and binders in the Roper Building. Jarrod Reynolds worked on inventory, searching the system for items that still need photographs. Ross Marvin continued getting more items ready to advertise on eBay. By the time you read this, Ross will most likely have our eBay store open. Ginger Honetor had taken care of vacuuming the meeting room earlier in the week. She worked on other house cleaning chores today before hosting in the afternoon.

The big news of the month is that John Root, of the Root Family Foundation of Ormond Beach, made a donation of \$7,500 to our building fund. The money is in the bank!! A big THANK YOU to the Root Family!! We may be close to getting a permit for interior work in the Roper Building, so hopefully construction can begin in a month or two. The Root donation came at a good time!

In case you haven't noticed, Connie and David Rhea have been putting window tinting film on the lower sash of all of the windows to cut down on UV exposure when the window shades are up. David is donating the materials and doing the cutting and Connie has been installing it. Thank you Connie and David!! David has also sold two of the trains that he and William Walter have mounted on wood bases.

Then Jerry and Ginger worked every Wednesday throughout the month; Jerry in the library and Ginger cleaning displays and hosting. Al Sharp and I worked all but one Wednesday during the month on inventory and preservation and filing of our documents. I also repaired two HO locomotives at home and we now have them operational once again on our layout.

As you can see, we accomplished a variety of things this month and I want to thank each of you who came out and participated. Many thanks to each of you! We couldn't do it without you!!

Upcoming Events

January 9 & 10, 2016 — Deland, FL — 54th Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm and 10 am– 3:30 pm. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

January 11, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

January 16, 2016 — Atlanta, GA — 49th Atlanta Model Train Show, North Atlanta Trade Center, Atlanta, GA. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

February 8, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

February 13, 2016 — Jacksonville, FL — 38th Jacksonville Rail Fair, Railroadiana and Model Train Show, 9:00 to 5:00. Prime Osborn Convention Center, 1000 Water Street (former Jacksonville Terminal). Details: Charlie Miller, (703) 536-2954, rrshows@aol.com. Website: <http://www.gserr.com>.

March 14, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

April 9, 2016 — Deland, FL — 55th Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm and 10 am– 3:30 pm. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

April 11, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

May 9, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

June 13, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

July 11, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

August 8, 2016 — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

September 23, 24 & 25, 2016 — Tavares, FL — Rifles, Rails & History 2016, Wooten Park, Downtown Tavares.

Old Engine 104 Leaves Herlong Park For Its Final Resting Place

By Amber Riccinto

Thursday, December 17, 2015



A 95-year-old steam locomotive is placed on a trailer Thursday to be relocated from Herlong Park in Leesburg to the Florida Railroad Museum near Bradenton.

LEESBURG — A 95-year-old steam locomotive, which has drawn little attention at a local park, is on its way to a new home at the Florida Railroad Museum near Bradenton.

The city of Leesburg sold the locomotive and tender to the museum for \$20,000. And on Thursday, a moving crew dislodged the mammoth engine from its covered display at Herlong Park, across from the Cutrale juice plant along U.S. Highway 441, and loaded it on a trailer for the long journey south.

"We're moving it because the city wanted to get rid of it, and we would like to have it because it's a Florida engine and it tells a good story of Florida history," said Paul Chapman, who bought the locomotive. "It was sold into Jacksonville brand new, and it's always been in Florida."

Herlong Park is mainly used by fishermen, although it has a few waterside picnic tables. Albert Herlong, a former Lake County judge who went on to become a U.S. congressman, was a railroad enthusiast and donated the train and park site to the city.

The coal-fired locomotive, called No. 104, was built in 1920 by the Baldwin Locomotive Works in Philadelphia for the Cummer Lumber Company in Jacksonville to haul pine, cypress and other logs from Baker, Alachua and Levy counties to the company's mill at Lacoochee in Pasco County, according to the Cummer Museum.

The Florida Railroad Museum has 12 acres in Willow, about 20 miles northeast of Bradenton, which includes the site of a lumber mill that operated in the area in the 1920s and '30s. Herlong Park was closed Thursday and Friday while work crews prepared to move the train.

Central Florida Railway Historical Society, Inc.
Combined Board & Regular Meeting Agenda
Central Florida RR Museum
December 14, 2015
7:00 PM

1. Call to Order – Jerry Honetor
 - Board Members present: Jerry Honetor, Irv Lipscomb, Joe Lehmann, David Rhea, Phil Piet, Ken Murdock and Phil Cross.
2. Meeting Prayer and Pledge of Allegiance – David Rhea
3. Recognition of Visitors – Jerry Honetor
 - None
4. Recognition of Members/Friends Concerns – Jerry Honetor
 - Phil Cross reported Dwight Stoffel doing well.
 - Roger Wilson reported on Diane Hardwich that she is doing good but getting around slow.
5. Approval of the November 9, 2015 Combined Board & Regular Meeting Minutes – Jerry Honetor
 - A motion by David Rhea second by Irv Lipscomb to accept the minutes, the motion unanimously carried.
6. November 2015 Treasurer's Report – David Rhea
 - David Rhea reported the society is solvent.
 - Motion by Phil Cross, second by Ken Murdock to add Roger Wilson as an authorized signer on the checking account. The motion unanimously carried.
 - Motion by Phil Piet, second by Ken Murdock to and to authorize a credit card be secured in the society name and Ross Marvin to be the authorized signer for the card. The motion unanimously carried.
 - David Rhea read a letter from Frank Brubaker thanking the society for the card sent to them.
 - David Rhea reported on vandalism that was done to the ramp of the building. A police report was made and the paint has already been painted over.
7. Vice President of Membership & Programs Report – Jerry Honetor
 - **Membership Report**
 - * Currently 67 Members, 10 members have renewed for 2016.
 - **Field Trips Suggested/Planned for 2016**
 - * Gold Coast Railroad Museum in Miami, FL (Suggested)
 - * 253 Steam Association Museum in Ft. Pierce, FL (Suggested)
 - * Roger Wilson reported on last field trip to Plantation and Clem Kruse's house to view his layout on December 11th. Les Westlake, Phil Piet, Diane and Jerry Hardwich, and Dan Crusie attended.
 - **Programs & Refreshments Hosts for 2016:**
 - * Programs are needed for February 2016, March 2016 and June 2016 through December 2016
 - * Refreshments Hosts are needed for June 2016 thru October 2016 and December 2016.
8. Museum Curator Report – Ken Murdock
 - **CFRR Museum Report:** The November 2015 CFRR Museum Report has Not Been Prepared Yet.
 - **Library Update:** Jerry reported Larry Fellure donated 11 years of Model Railroader Magazine in binders.
 - **Technology Update:** Ross Marvin reported the eBay store is ready to go. 10 to 20 items are going to be on the site.
 - **Recent Acquisitions & Donations:** Ken Murdock received a call from John Root of the Root Foundation. Their board met and agreed to donate \$7,500 to the Society for the expansion fund. Phil Piet donated 2 G gauge Locomotives with DCC and sound to be sold on eBay, plus a number of G gauge Kadee couplers and 2 G gauge power supplies.
 - **Expansion Plans for the Central Florida Railroad Museum:** Just received revised plans with the changes requested by the ARB architect. We should be ready to request a formal ARB meeting soon.
 - **The Next Museum Work Session:** The next work session is scheduled for December 19th, beginning at 8:30 AM.
9. Museum Host Schedule for January 2016 – Irv Lipscomb — A number of Museum Hosts were secured for January.
10. President's Report – Jerry Honetor
 - **Winter Garden Heritage Foundation Board of Directors Activities for November 2015 –** Preparing to hire a Development Director and finalizing the reorganization of the board.
 - **CFRHS Facebook Page Update:** No Report.

11. FCRR, FMRR, FNRR & SunRail Update:
 - No Report.
12. Tourist Train Operations on the Florida Central RR:
 - Phil Cross reported the Cannon Ball is running their steam train Santa excursions. He rode it over the weekend and the trains were full.
13. Items from the Board of Directors:
 - David Rhea showed the membership a train set mounted on wood for sale in the gift shop for \$10.
14. Items from the Membership:
 - Patrick Smith reported on the FEC Santa train that he saw.
15. Installation of Society Officers for 2016 – Lloyd Brown installed the following as officer of the Society for 2016.
 - President - Jerry Honetor
 - Vice-President Education and Public Relations - Irv Lipscomb
 - Vice-President of Membership and Programs – Ross Marvin.
 - Secretary – Joe Lehmann
 - Assistant Secretary - Phil Piet
 - Treasurer – David Rhea
 - Assistant Treasurer – Roger Wilson
 - Museum Curator – Ken Murdock
 - Immediate Past President – Bill Dusenbury
 - Historian – Phil Cross
16. Tonight's Program: **Ken Murdock – Railroads in and Around Live Oak & Perry - Part 2**
17. Tonight's Refreshments Provided By: **Jerry & Ginger Honetor**
18. Meeting Adjournment
 - Motion by Irv Lipscomb second by Phil Piet to adjourn the meeting, the motion carried.

CSX's Offer Finally Opens the Door to Commuter Rail in Tampa Bay

There are 96 miles of railroad track connecting the downtowns of Clearwater, St. Petersburg and Tampa. The steel grating links Tampa International Airport to the University of South Florida, stretches across four counties and reaches as far north as Brooksville. Freight trains run on those tracks now. But they could, one day, form the spine of a passenger rail system that would finally connect Tampa Bay — and ease the region's dependence on roads. This is no pie-in-the-sky scenario. It's an idea gaining sudden momentum because railroad giant CSX Corp. is shopping around two segments of its Tampa Bay routes. There is precedent in Miami and Orlando for converting freight lines to commuter rail. And no, it's not light rail. It doesn't require building brand-new rail infrastructure on top of existing development. That doesn't mean commuter rail is any more feasible than light rail — or cheaper. But now, it's an option. "There's no question in my mind that there's going to be a very serious conversation about it," said former Hillsborough County Commissioner Mark Sharpe, one of the bay area's most vocal transit advocates. "It's there, it's underutilized, and it connects important points. It's very viable."

For three decades now, local leaders have batted about the idea of converting freight rail to a passenger service. The bay area once had a Tampa Bay Commuter Rail Authority that pushed the concept in the 1990s but struggled to drum up support or funding. The agency folded soon after. In this decade, the Greenlight Pinellas effort considered incorporating the CSX tracks into its plan, then settled on a separate light rail system. That plan was rejected by Pinellas voters last year. Hillsborough voters did the same to a 2010 referendum that also included light rail. Transit proponents have long coveted the tracks. But one question always stood in the way: Was CSX open to a deal? It is now. At last month's meeting of the Tampa Bay Transportation Management Area Leadership Group, a gathering of the region's transportation planners, CSX said it's willing to sell two lines. One of the rail lines offered by CSX is the "Clearwater line." It stretches from downtown St. Petersburg, climbs northwest through Pinellas County to downtown Clearwater, veers to Oldsmar, then runs east past Tampa International Airport and ends near downtown Tampa, in Ybor City. The second route is the "Brooksville line." It starts in Tampa, juts north from the first line, passes by USF, cuts through Land O'Lakes in Pasco County and finishes in central Hernando County, near Brooksville. Urged by local leaders, CSX analyzed its lines and found that those two routes carried minimal freight traffic and could be used for passenger rail. "We will continue to explore win-win scenarios that would help provide transportation alternatives to the citizens of Tampa Bay," said CSX spokeswoman Kristin Seay, "while allowing CSX to continue to meet the freight needs of its customers in the region."

It's unclear how much the lines would cost. SunRail, a freight-turned-commuter rail service that started running last year in the Orlando region, offers some cost comparisons. In 2011, CSX sold 61.5-miles of track to the Florida Department of Transportation for \$150 million. That's \$2.4 million a mile. Other costs bumped the project's total to \$432 million. Federal money paid half the tab. The rest was split by the state and SunRail's local partners: the city of Orlando and four counties. Under the agreement, the state owns the tracks, which it leases to CSX for freight use. Otherwise, those rail lines carry passenger cars. Commuter rail is not light rail, however. Light rail is smaller and nimbler. It can make tight turns on city streets. It's electrified, either with an overhead wire or through the tracks. Commuter rail uses bulkier diesel-powered cars that run on the existing track. They're heavier so they can comply with federal crash regulations. Commuter rail is cheaper to build but carries heftier operating fees. Like light rail, stations have to be built. Unlike light rail, railroad crossings are already in place. "People talk about rail here like it's one thing," said Ray Chiamonte, executive director of the seven-county Tampa Bay Area Regional Transportation Authority, or TBARTA. "There's all different kinds. Some can go places others can't."

SunRail marked its first anniversary in April by carrying a million passengers, according to the *Orlando Sentinel*. In March, it averaged 4,100 paying customers a day, just below its target of 4,300. The 31.5-mile line is planning to double in size. It's had problems, though. SunRail doesn't reach Orlando International Airport, nor does it run often enough or on weekends, riders told the *Orlando Sentinel*. A Tampa Bay commuter system also would have drawbacks. The lines CSX offers don't connect the area's nexus: Tampa's Westshore area to St. Petersburg's Gateway area. They ignore the southeast (Brandon) and northeast parts of Hillsborough (New Tampa) and eastern part of Pasco (Wesley Chapel), where new housing has risen. But CSX's two Tampa Bay routes are a better fit for commuter service than the tracks in Orlando, say local officials. The Tampa Bay lines run through what Sharpe calls "key primary points" — the three major downtowns, Tampa International Airport and USF. Then, it stretches north toward the new bedroom communities in Pasco and Hernando counties. "We would have better ridership than SunRail," said Beth Alden, the Hillsborough Metropolitan Planning Organization's executive director. "It's a real opportunity that we have as our opportunities seem to get narrower and narrower."

To seriously consider the idea, Tampa Bay's fractured municipalities would need to come together. SunRail is run by a regional government agency. Its board is comprised of elected officials from the region. The only comparable agency in this area is Tampa Bay Water, the regional water authority. TBARTA is the area's transportation planning agency, but the Legislature never gave it the power to tax and spend. Without money, it has little power. CSX will only sell its railroads to the DOT, which would work with local municipalities to build a governing and operating agency. Some fret that another transit option — commuter rail — will further muddy an already complicated transportation discussion. Nor will it help pay to fix the bay area's most pressing transportation need: a better bus service. "I think we come out with these big ideas and try to do multiple things at once," Chiamonte said. "We keep switching from one thing to another. We're just spinning our wheels." Meanwhile, the area's latest transit initiative, Go Hillsborough, isn't even on the 2016 ballot yet but now faces legal and ethical questions — and an investigation meant to dispel doubts instead has political leaders in retreat. CSX's offer gives Tampa Bay a new option to consider. The state has shown that when it comes to commuter rail, it's willing to partner with local communities — and help pay the bill. "DOT has sort of thrown down the gauntlet on this with us," Alden said. "They're willing to work with us, but they need us to be partners at the table."

2016 CFRHS Membership Statistics

Society Members	32
Society Century Members	15
Ward Britt	
Phil Cross	
Ann Cross	
Bill Dusenbury	
Charles Hanus, Sr.	
Chuck Hanus	
Linda Hanus	
Andy Healy	
Jerry Honetor	
Clarence Hurt	
Clem Kruse	
Ross Marvin	
Ken Murdock	
Al Sharp	
Jim Shoemaker	
Society Friends	7
Society Family Members	13
Society Student Members	0
Total Members	67

**January 2016 Museum
Work Session**
Saturday, January 16, 2016
8:30 AM to 3:30 PM
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The Flatwheel is the official monthly publication of the Central Florida Railway Historical Society. Opinions and views expressed in this publication are those of the editor and contributors and do not necessarily reflect those of the members, officers or directors of the Society.

Material for the Flatwheel (including exchange newsletters) should be sent to the editor via e-mail at:

editor@cfrhs.org .

Please Note: Material from The Flatwheel may be reprinted in other publications provided credit is given as to the source.

The Central Florida Railroad Museum is located at 101 South Boyd Street, Winter Garden, FL, 34787 (downtown Winter Garden, immediately north of the water tower).

The Museum is open daily from 1:00 PM to 5:00 PM (excluding selected holidays) or by special arrangements. Large groups are encouraged to contact the Museum at 407-656-0559 to arrange for their tour in advance.

The Central Florida Railroad Museum is operated under a cooperative agreement between the City of Winter Garden, the Winter Garden Heritage Foundation and the Central Florida Railway Historical Society, Inc..

The Central Florida Railway Historical Society, Inc. meets on the 2nd Monday of each month at 7:00 PM at the **Central Florida Railroad Museum**. The Museum is located at 101 South Boyd Street in downtown Winter Garden immediately north of the water tower. Guests and visitors are welcome and encouraged to attend.

All correspondence and other materials for the Society should be mailed to:

Central Florida Railway Historical Society, Inc.

PO Box 770567

Winter Garden, FL 34777-0567

Or e-mailed to the Society at: info@cfrhs.org

Web page: www.cfrhs.org

Mission: The mission of the Central Florida Railway Historical Society, Inc. is: Promoting railway heritage and preservation and educating members and the public about rail transportation, its history and impact, with a focus on Central Florida.

Purpose: The purpose for which this Society is formed and the business or objects to be carried on and promoted by it are mainly historical, educational and not-for-profit. The more particular objects are:

- Preserve the historical materials of rail transportation of all kinds and issue publications relative to the subject.
- Acquire by donation, purchase, lease or otherwise, real or personal property, and to maintain, sell, lease, deed or otherwise manage in a manner appropriate for the Central Florida Railroad Museum and the above mentioned purposes.
- Plan and run a series of programs and events for Society members' education and participation.
- Work and support the activities of the Winter Garden Heritage Foundation. Assist in any and all group projects which benefit the goals and activities of the Society and the Winter Garden Heritage Foundation.

President: Jerry Honetor

president@cfrhs.org 407-957-8788

Vice President - Membership & Programs: Ross Marvin

vpmembership@cfrhs.org 407-909-9823

Vice President - Education & Public Relations: Irv Lipscomb

vpeducation@cfrhs.org 407-895-4749

Secretary: Joe Lehmann, Jr.

secretary@cfrhs.org 856-912-8628

Assistant Secretary: Phil Piet

asstsecretary@cfrhs.org 407-656-4960

Treasurer: David Rhea

treasurer@cfrhs.org 407-656-8749

Assistant Treasurer: Roger Wilson

assttreasurer@cfrhs.org 352-314-0881

Museum Curator: Ken Murdock

curator@cfrhs.org 407-277-5719

Assistant Museum Curator: Roger Wilson

asstcurator@cfrhs.org 352-314-0881

Historian: Phil Cross

historian@cfrhs.org 407-509-4572

Immediate Past President: Bill Dusenbury

pastpresident@cfrhs.org 407-509-1521

Flatwheel Editor: Phil Cross

editor@cfrhs.org 407-509-4572

Webmaster: Joseph Lehmann, Jr.

webmaster@cfrhs.org 856-912-8628