

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

April 2002

MUSEUM NEWS

VOL XV NO IV

***** ANNUAL DINNER *****

Our annual dinner and awards presentation this year is scheduled for Thursday May 9th at the National City Depot. Please call the office for details: (619)595-3031.

***** FIRE TRAINING DAY ***** *Darren Apedaile*

Training for fire suppression is scheduled for Saturday April 27 at the Stone Store Museum from 9:00 until 11:00. All museum operating crew and Carrizo Gorge crews are encouraged to attend this very important training. If you have any questions call me 478-9451 or 478-5595.

***** STEAM TEAM NEWS ***** *Jim Baker*

The Seam Team met on March 8 to discuss the status of the locomotive. The big problem, of course, is the condition of the crown sheet. We had an expert from Jamestown, CA scheduled to come down to take a look and give us some advice as to how to proceed. Unfortunately, he had a schedule conflict and couldn't come. It looks like he may be able to make the trip in April. Essentially everything else on the locomotive is on "hold" until we know where we stand with the crown sheet.

However, there are still a lot of things to do:

- 1) Remove the tie down clips and bolts from the jackets that were removed from the boilers of the other locomotives during the asbestos abatement work. When these parts have been removed, the rest of the jacket material can be trashed.
- 2) Storage of the boiler jacket in a boxcar.
- 3) Painting the boilers and tanks of the two saddle-tankers (Engr. Bob agreed to be in charge).
- 4) Wash out 104's boiler to get rid of the bees.

We decided that the "regular" steam work weekend would be the 4th Saturday of the month. So, if you'd like to get involved with steam, come out to Campo on April 27. Plan on getting dirty, and maybe wet.

***** RULE OF THE MONTH: Standing Locomotive Air Test ***** *Randy Houk*

SP rules: **50.2** UP rules: **30.3.3** (UP same as SP except item 6 is not required.)

It is important that all engine crew perform this test. Recently some of the cutout cocks on one of our locomotives were found to be cutout, preventing operation of the associated brakes. This test will catch this sort of problem.

- 1) Sufficient hand brakes must be applied if necessary to prevent movement with air brakes released.
- 2) An employee must be positioned on the ground near locomotive to signal the employee performing the test when the brakes apply and release on each unit.
- 3) Brakes apply and release using the independent brake.
- 4) Brakes apply from an automatic brake pipe pressure reduction.
- 5) Depress the independent brake valve handle and see that brakes release.
- 6) Cut out the automatic brake valve and check brake pipe leakage for one minute. Leakage must not exceed 5 psi.

***** THURSDAY CLUB ***** *Dick Pennick*

Where the Museum and our Alliance partner, Carrizo Gorge Ry., meet to discuss issues in a climate of friendship and informality.

Since I missed the March HOTSCOOP deadline, the following is a summary of both the February and March meetings to date:

[1] Gary Sweetwood is attempting to negotiate a donation of the concrete for the new battery pad at Campo with one of his sand customers.

[2] On February 4th or 5th, CGRy. (officially: "CZRy.") celebrated its single biggest sand-shipping day to date, loading 99 trucks with sand in one day! (it would have been 100, but one truck was turned back to its plant due to reported reckless driving).

[3] CGRy./FPN has begun preliminary grading at its sand loading site west of Tunnel 3 for the installation of a new siding on the west side of the mainline. It was reported that an additional siding will eventually be installed on the east side as well. This work should reduce the problem of sand fouling the main track, which creates a potential for derailments.

[4] CGRy. has backed out of its offer to purchase the Museum's old diesel generator set currently in their Amtrak baggage car. They have decided the set is too wide for in-car use, not allowing sufficient space for a partition and pedestrian aisle. The Museum will now be faced with selling or trading this unit on its own if it cannot find an alternative use for it. The Museum was donated a smaller gen. set last year from the broadcast antenna facility on top of Mt. Wilson. Member Tony Neece was the prime mover for that donation. Gary Sweetwood helped with the transportation. This smaller unit will likely be used by the Museum in the future to equip one of its headend cars for train electric power.

[5] At the direction of the Board of Trustees in January, a Memorandum of Understanding was sent to CGRy. in February, permitting CGRy. to begin its requested rebuilding and return-to-service of SDRM diesel-electric locomotives, ALCo MRS-1 #2104 and EMD MRS-1 #1809. Eventually, a proposed mechanical agreement between SDRM and CGRy. is expected to provide for the maintenance and rebuild of all operating locomotives, rolling stock and support equipment, in addition to several new locomotives. Until that agreement is in effect, this MOU will enable CGRy. to begin work on two of the most critical items to support their freight operation, and SDRM will receive the rental for their use. The MOU spells out the terms of the work and includes a clause requiring a complete initial survey of the two engines as well as a requirement to preserve the "historic fabric" of both units as applicable.

[6] CGRy. installed new sand-unloading machinery in a new pit dug under the Campo House Track, approx. 400' west of the Depot, completed Feb. 20th. The pit has been lined with concrete block and has a steel grating on the top, allowing the sand to be unloaded more efficiently. It does create a new underfoot hazard for our train crews, so crews should be particularly attentive when working trains on that portion of the track. Warning signs may be installed in the near future.

[7] On Friday, February 8th, CGRy. sprayed weed-killer on the right-of-way from Division to the old borrow pit east of Miller Creek, approx. 14 track miles, 15' on each side of the track.

[8] A special members-only "Thank You" train from Tijuana to Campo is being offered to the Museum by CGRy. as a goodwill gesture, in the spirit of the "alliance". Details must be worked out and no date has been set. Suggested also were past major Museum contributors, whether members or not. Gary Sweetwood reported that a ballast regulator would be delivered by mid-February. Sweetwood said he would be replacing the injectors on our baggage car gen. set as a donation to the Museum.

[9] CGRy. reported the #1 relay switch ties they initially agreed to provide at the Advisory Staff's request, in lieu of standard-length ties, were in very high demand and therefore extremely hard to get. They are on the waiting list. Demand has also driven the price up.

[10] CGRy. has purchased ex-SP 1800 h.p. SD-9 #4418, and is negotiating for two SD40-2's (ex-SP and C & NW).

[11] KFMB radio aired a live interview about the Museum with our Acting Executive Director Arn Hunsberger and a representative from CGRy. on Feb. 3rd.

[12] CGRy. and RailAmerica, holder of the freight operating rights over the Desert Line, are nearing agreement on a deal that will allow CGRy. to operate the Desert Line for freight service from Division to Plaster City (as this is being written, an operating agreement is being signed by all parties).

[13] The Museum's ex-U.P. Diner #4054 is in the process of being leased to CGRy. for restoration and operation. Work has already begun on restoring the car's former glory. Once restored, the car should be available to SDRM from time to time as well.

[14] Initial contacts have been made with the disposition company back east that has been charged with the task of disposing of 34 vintage diesel-electric locomotives, including the last F9's in regular freight service in the U.S. Now that their home railroad is permanently shut down, CGRy. has apparently become the only freight railroad in the continental U.S. still operating F-units in common-carrier freight service (Tijuana to Campo). [Ed. Note: Ohio Central Railroad operates two F7A's in freight service. Please see <http://www.ohiocentralrr.com/pictures/pictures.html>.]

[15] Methods are being discussed for attempting to bring the Museum's two Pullmans out of Mexico from their long-time storage site in the old Mexicali, Sonora rail yards. The cars have been heavily vandalized and have solid-bearing axles. If the Desert Line was operational, moving the cars to Campo would be considerably easier.

[16] In addition to assuming the track maintenance for the Museum from Division to Miller Creek (which is a requirement of the Museum's operating agreement with owner MTDB), CGRy. has also assumed the maintenance of the two crossing-protection gates on Hiway 94 and payment of the electric bill for them. We had tried to keep up with track maintenance using only volunteers, and finally got so far behind that we were in danger of defaulting on our agreement with MTDB. If someone has a suggestion how we can maintain 13.5 miles of mountain railroad to FRA standards with only volunteers, lay it on us!

[17] San Diego's Spreckels Organ Society has planned a special charter train from Campo to Tecate on April 6th, coordinated by Society member Bill Valverde, who is also an SDRM Trustee.

***** MUSEUM BOARD BRIEFS ***** *Dick Pennick*

(NOTE: The following summary represents only the highlights of the most recent meeting of the Board of Trustees prior to publication and is not intended to be a complete record of the proceedings).

Meeting of February 26, 2002:

[1] The project to provide new wheelsets for our MRS-1 #1809, spearheaded by member Dave Slater, is still ongoing with approx. \$600 remaining to be raised to fund the trucking of the wheelsets to Barstow. The total value of the donation of the new wheelsets was estimated by Slater to be approximately \$80,000.

[2] Sandy Schussler, our new REPORT editor, reported on the new guidelines for publication of the Museum's primary general membership newsletter. She is currently soliciting suitable copy for her first issue. All copy will be reviewed by the new Publications Committee for content and suitability. Please send copy to: Sandy Schussler, Editor, SDRM REPORT, 9469 Tropico Drive, La Mesa, CA 91941 or e-mail: schus@adnc.com.

[3] The new Campo Hills residential development has begun grading work on the property immediately to the north of and adjacent to the Museum's property at Campo. J & S Builders is the developer. Project will consist of manufactured homes on land adjacent to the SD & AE Ry. right-of-way. Contractor had laid a temporary 6" above-ground water line from an existing fire hydrant on Sheridan Rd. adjacent to our enginehouse, across the Museum's property along our northeast property line to serve a temporary water tank for the grading contractor's water trucks. The contractor was also noted one day recently making a new tie-in to the sewer main on our property without the Museum's permission. (Trustees Don Getz and Arn Hunsberger have since met with the contractor to discuss trading a sewer easement in return for an easement the Museum seeks over the southwest corner of the property for a future track realignment). The property was acquired from original owner Archie Leach by the lender at foreclosure.

[4] Trustee Alan Alvarez offered to set up CPR training for Museum train crews. May be a minor cost involved for participants (more information later).

[5] Private Dinner Train charter over Miller Creek segment by Carrizo Gorge Ry. on Feb. 28th: much heated discussion about the way this private train was set up and handled by CGRy. on a portion of the line controlled by SDRM. Exec. Director and V.P. of Railroad Operations asked to discuss this movement with CGRy. and determine if the trip should be allowed to be operated, given the short notice (approx. 1 week).

[6] Financial report revealed the Museum's current unaudited financial status was \$82 in the black and continuing to improve.

[7] The long-awaited response to the Library Committee's request for consideration on the proposed library space at 3rd & A Streets in San Diego was as yet not forthcoming (building owner on vacation in Hawaii). Building manager was scheduled to contact owners the date of the Board meeting for an update.

[8] Annual Dinner: Plans are being made for the Museum's annual Spring bash. Denise Winslett seeks suggestions from members regarding location, program, etc.

Meeting of March 28th, 2002:

[1] Results of the recent special ballot to recall the existing Board of Trustees has not as yet been certified by the attorneys. The official results will be made public once they have been certified.

[2] Our new Public Affairs Director, Gordon Jones, has produced a draft demographic questionnaire for our Campo visitors, which should greatly assist our marketing efforts.

[3] The Museum's Vice-President of Museum Services, Maria Castillo-Curry, recently received a very derogatory, disrespectful and unsolicited e-mail from one of our members. The Board voted to take appropriate action.

[4] The Board referred to Staff a request to prioritize the repainting of our Lackawanna coaches and other passenger cars that support our Miller Creek operation.

[5] Report by Vice-President of Railroad Operations Dick Pennick included a Carrizo Gorge Ry. response to the switching accident at Campo on March 8th. The Qualification Board is reviewing a proposal to form a merged "Certification Board" consisting of representatives from CGRy. and the Museum, tasked with certifying both CGRy. and Museum crews. Museum hopes to re-establish a Brakeman training program once the newsletter REPORT is back in regular publication, so the classes can be advertised to the membership. Lube schedules will be provided for each operating diesel locomotive, for the benefit of engine crews. An operating checklist for the generator set under Baggage Car 6700 is in development and will be available for anyone required to operate that equipment. Arrangements are being made to retrieve our front loader at Ocotillo. CGRy. has provided 200 #1 relay cross-ties to replace the ones they used in Mexico over the past year. Switch ties were originally requested but were unavailable. Staff will be asked to approve the sale of Museum's stock of 110 lb. rail to CGRy. for a price based on quotes from three major rail suppliers in the Southwest. Staff will be asked to set a date for a "tagging" party at Campo, to identify all of our collected "stuff". Museum is working with owners of former Leach property to the north of Museum's Campo property to trade a track easement (or fee ownership) for a sewer easement owner needs for his residential development. FRA no longer permits the use of motorcar trailers on the mainline. Notice will be posted shortly. All of Track 2 at Campo has been reserved for use of CGRy., in accordance with current signed agreements.

[6] Finance Committee was asked to develop a plan for repayment of the "pirated" funds from certain past restricted accounts. Library Committee reported current balance of \$4056 in the Library Relocation Fund.

[7] Once the Board recall issue is resolved, Museum intends to continue to pursue possible acquisition of one or more former LTV Corp. F-units from a mid-west owner.

***** OFFICE VOLUNTEERS NEEDED ***** *Dick Pennick*

The Museum business office downtown in the south end of the historic Santa Fe station in San Diego has been able to limp along over the years using a combination of paid and volunteer staff.

This is a continuing appeal for help. The greatest need is on Mondays, Wednesdays and Fridays, 9 AM to 5 PM. (or split shift). Parking has always been a problem downtown.

The close-in choices are parking meters at \$1.00 an hour, parking lot at \$3.00/day (if there's a space available), some un-metered parking on Pacific Hiway near the Office Depot (if you're lucky), or parking in the free trolley parking lot at Old Town or Morena stations and paying a buck or so (less if you are a senior) to ride down to the Santa Fe Depot. For all-day, the trolley option is probably the best choice. Other free parking at trolley stations is available in Mission Valley, La Mesa, Santee, and other locations along the various lines. All of these costs are tax-deductible if you keep your receipts.

If interested, and you enjoy meeting and talking to visitors about the Museum, answering the phone, selling Museum merchandise, handing out brochures, and "other duties as required", give Denise a call during the week at (619) 595-3031. And thanks for your help!

***** Switching accident at SDRM - Campo ***** *Dick Pennick, V.P. - Railroad Operations*

On the evening of March 8th, a CGRy. switching crew was involved in a property damage accident in the Museum's Campo yard.

According to official incident reports, the Museum's Mechanical Dept. had requested that certain items of rolling stock be moved in the yard for maintenance. During the move, side-dump ballast car #849 and our ALCo RS-2 #2098 ran away, rolling west on Track 6 until they impacted open car #350 and CGRy's F7-B unit #101, which were parked just east of the Display Building roll-up door. Evidently the 'B' unit was not on a skate or otherwise restrained (hand brake may not have been set or was inoperative), so after the impact these two pieces were also set in motion in a chain-reaction collision.

The four pieces of equipment soon impacted the closed roll-up door of the Display Building, bending it inward and popping it off of the vertical tracks. The units continued through the doorway until they contacted cars resting on Track 6, knocking the wood D & R coach up on the wheel stop.

The following day, the door was straightened and restored to its original position in the guide tracks. There was no additional property damage noted, and thankfully no reportable personal injury. The CGRy. Brakeman involved in the accident was determined to be at fault and given a temporary suspension.

The message here is: accidents can happen at any time and any place. We work in an industrial environment. Some of the antiquated and worn-out equipment we work with may have inoperative or defective hand brakes. It is critical for all of us who volunteer at our Campo venue to constantly be on the lookout for potential hazards and movement of cars or locomotives. Train and switching crews are held to an even higher standard, as they are supposed to be trained in the correct methods of their work and the adherence to the adopted safety rules.

The Operations Department will be putting in place a tagging system or other suitable identification process that will warn crews of defective brakes and other items on cars and locomotives stored in the Museum's yard. An effort will also be made to increase our supply of skates and install additional wheel stops where needed.

***** Carrizo Gorge Railway offers use of its crewmembers ***** *Dick Pennick*

Gary Sweetwood, CGRy. President, has graciously offered to the Museum the use of his professional train crew members as necessary to help fill the missing train crew positions on the Museum's monthly Callboard.

The understanding is that, if the Museum has made a dilligent effort to fill all of the required positions (Engineer, Conductor, Brakeman, Speeder Operator), CGRy. will permit the Museum's crew caller to pencil in a suitably-certified CGRy. employee for that position so that a scheduled Museum train will not have to be annulled. Annulled trains are a source of great annoyance and inconvenience to our visitors and a public relations "black eye" for the Museum.

CGRy. will cover the wages, insurance and other employee costs for this emergency use as a contribution to the Museum.

It is hoped that re-institution of our general membership newsletter REPORT will provide an opportunity to recruit new Trainmen, Brakemen and Speeder Operators. A new series of Brakeman training classes is also being discussed, provided by either CGRy. or the Museum. Stay tuned.

***** Qualification Board may become merged "Certification Board" ***** *Dick Pennick*

At a special meeting of the Museum's Qualification Board in February, Executive Director Arnold Hunsberger and Vice-President of Railroad Operations Dick Pennick proposed the formation of a merged "Certification Board" that would consist of equal representation from the Museum and CGRy.

When Carrizo Gorge Railway was formed some years ago, an invitation was extended to them to participate in the Qualification Board. At that time, CGRy. evidently felt that their representation was not needed, and the Museum and CGRy. separately certified their respective train crew members.

Now that the trains of CGRy. and the Museum are so closely intertwined, with Museum crew members occasionally operating CGRy. trains and vice versa, it appears to make sense to have an integrated certification program. The goal would be to have potential crew members certified to operate as a volunteer on Museum trains or as an employee on CGRy. trains with a single certification. Currently, engineers operating both Museum and CGRy. trains must carry separate cards.

***** CPR classes for Museum and CGRy. Personnel ***** *Dick Pennick*

Steps are being taken to provide CPR, and possibly 1st Aid training, for all volunteer and professional train crew members. CGRy. is paying to have one of its employees, a former EMT, trained as a CPR instructor.

In the meantime, the Museum may be setting up classes of its own. More information will be forthcoming when it's available.

On a related item, the Mountain Empire Family Medicine clinic at the entrance to our Campo Living History & Train Operations Center can provide the DOT physicals required periodically by all locomotive engineers. Their number is (619) 478-5311. Hours are M-F 8:30 a.m. to 5 p.m.

***** Motorcar trailers no longer allowed ***** *Dick Pennick*

Title 49 Part 231.22 of the current Code of Federal Regulations (CFR's) no longer permits railroads under the jurisdiction of the Federal Railroad Administration (FRA), which the Museum is, to operate trailers in conjunction with motorcars.

Because of this, CGRy. has instructed its employees to discontinue their use and has recently taken delivery of a high-rail vehicle to replace both the speeder and the trailer for M.O.W. purposes. The Museum must also curtail its use of speeder trailers, and the next general revision of the General Orders will reflect this change. In the interim, look for an addendum to the current General Orders addressing this change.

***** Lubrication cards for diesel-electric locomotives ***** *Dick Pennick*

Engine crews are occasionally called on to replace or replenish various lubricants on a locomotive in their charge. Unfortunately, not every engineer is sufficiently acquainted with the unique combinations of lubricants required by each of our various locomotives, or where to find the required lubricant on the property. Use of incorrect lubricants could cause or lead to expensive damage to an engine or system.

To help solve this problem, I have asked the Operations and Mechanical departments to come up with a checklist of the various lubricants required for each type of diesel-electric locomotive currently being operated. Once approved, a copy of this list will be encased in plastic and placed in each of the locomotive cabs for reference. We plan to hopefully have these available in a month or so.

***** Death claims two Museum members ***** *Dick Pennick*

Verne Sweigard, a retired teacher in the La Mesa-Spring Valley School District and Museum member in the 1980's, "caught the Westbound" on February 27th, 2002. He was 73. Sweigard, a long-time resident of La Mesa and neighbor of Museum members Larry & Tanya Rose, had also taught school on an Arizona Native-American reservation. He was a long-time Padres supporter and memorabilia collector. Over the years, he supported various Museum causes with cash contributions and personal effort.

John A. "Nick" Nichols, an active Museum member in the 1970's and 1980's, passed from this Earth on February 2, 2002. He was preceded in death by his beloved wife, Thelma. "Nick", as he was known to his many friends in the Museum, purchased and renovated the historic Richland schoolhouse in San Marcos, San Diego county, as a residence. Over the years, fresh produce from their ranch filled the tummies of legions of Museum volunteers. Present day visitors and Museum volunteers often ask about Nick's name lettered on the cab of our Coos Bay steam locomotive, which Nick helped return to service in the 1970's & '80's. Quoting from the Museum's November, 1976 REPORT: " 'Nick', as his friends call him, was honored by the Museum during the July General Meeting when it was announced that the Coos Bay locomotive No. 11 would be named the John A. 'Nick' Nichols. Nick has given unselfishly of his time and fabulous tool collection to bring the restoration portion of Museum activities to the highest level since the Museum's inception. His friends in the Museum, and especially his friends on the restoration crew, give Nick their heartiest congratulations and hope to soon see the locomotive under steam with him in the cab". Nick was also a regular staffer at the Museum's public "Embarcadero" exhibit, which featured the Coos Bay locomotive and our **ROBERT PEARY** observation car, on a spur across the street from the Star of India maritime display.

***** San Diego Family Magazine runs train ad ***** *Dick Pennick*

This freebie general-interest magazine, common on stands at supermarkets and other outlets, ran a 4 1/2" square paid Museum ad in the March issue that provided Museum and train operation information, together with a coupon entitling bearer to a "Family Special" Miller Creek train ride - 2 adults & 2 children - for \$20 (a \$30 value). One minor glitch: "caboose rides" were offered. Although it's a great idea and we have offered these rides occasionally in the past, Staff had not formally approved the use of a caboose on our trains and the operational details are just now being looked at. We hope to have an operational plan in place by late Spring or early summer.

***** Web page update ***** Randy Houk

New this month is a photo of Conductor Don Getz. See him at <http://www.sdrm.org/gallery/people/> in the Conductor department.

Don't forget that our web page has a link for Volunteer Services. You can see old issues of the Hot Scoop and a link to the Code of Federal Regulations. The username is "volunteer" and the password is "2353".

If you're receiving this via U.S. Mail but have gotten **E-mail**, please send an email to hotscoop@sweet-haven.com so we can make you a 'member'. We save postage that way!

***** Year 2002 Dates of Note *****

	April	May	June
Staff meeting (1900 at Museum office)	1	6	3
Campo to Tecate	6	11,25	15,29
School Train	16	21	18
Brunch Train	14	12	16
Dinner Train	27	25	8
Wine Train	6	-	-
Coronado Branch	7	5	2
Board meeting (1830 in Clairemont)	23	28	25
Museum Services meeting(1900 Museum off.)	17	15	
Deadline for Hot Scoop articles	28	28	28

***** Article Submissions *****

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to hotscoop@sweet-haven.com is preferred. Send address changes to the editor.

*****PHONE NUMBERS and e-mail*****

Web page: <http://www.sdrm.org>

SDRM ADMINISTRATION

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Business Office Fax	(619)595-3034	
Security, Alan Alvarez	(858)493-0506	alvarez
Museum Phone (La Mesa Depot)	(619)697-7762	
Report Editor, Sandy Schussler	(619)698-1458	schusslers
Hot Scoop Editor, Randy Houk	(858)672-0111	hotscoop
La Mesa Depot	(619)697-7762	
Campo Depot	(619)478-9937	
Campo Car Shop	(619)478-9451	

DEPARTMENT HEADS

		@sweet-haven.com
Executive Director(interim), Arn Hunsberger	(619)468-3561	
Campo Complex Dir (interim), Jim Polloreno	(619)478-1204	polloreno
SD&A Railroad Dir, Darren Apedaile	(619)478-2659	apedaile
Museum Services Dir, Rich Borstadt	(619)778-2258	
Operations Supt, Jim Polloreno	(619)478-1204	polloreno
Library Supt (acting), Bruce Semelsberger	(619)264-7282	semelsberger
Environmental Affairs Supt, Jack O'Lexey	(858)274-4449	olexey
Restoration Supt, Ted Kornweibel	(619)461-0098	kornweibel
Mechanical Supt, Darren Apedaile	(619)478-2659	apedaile
Maintenance of Way Supt, Steve Kostelak	(619)741-5217	kostelak
Research, Bruce Semelsberger	(619)264-7282	semelsberger
Steam Foreman, Dwight Koller	(619)478-9348	koller
Diesel Foreman, Darren Apedaile	(619)478-2659	apedaile
La Mesa Depot, Jim Polloreno	(619)478-2140	polloreno
Volunteer Coordinator, Steve Kostelak	(619)741-5217	kostelak
Safety Supt, vacant		
Training Supt, vacant		
Facilities Supt, vacant		
Interpretation Supt, vacant		