

Children needed for 'Aladdin' auditions

Auditions for Missoula Children's Theatre production of "Aladdin" are July 6 from 10am-noon at the South Tahoe Middle School multipurpose room.

There are roles for approximately 60 children in K-12. Participants must be 5 and have completed kindergarten.

Among the roles to be cast are Aladdin and his Mother; the Princess Dory and her father, the Sultan; along with his adviser the Grand Vizier; the keeper of the Book of Answers; Dinazade and her sister Scheherazade; the Mysterious One; some mischievous genies; a stubborn donkey; a spunky goat; scheming Cassim; Ali Baba; Sinbad and his sailors; wise-cracking palm trees and fleet footed camels; a cave of wonders; vagabonds; a pack of lost penguins and assistant directors.

There is no charge to audition. If cast, a \$50 per child fee will be charged to participate in this weeklong theater program. A limited number of scholarships are available.

The first rehearsal (depending on role) begins approximately 30 minutes after the auditions. Rehearsals will be conducted Tuesday-Thursday from 10am-2:30pm at STMS. The performances will be July 10 at 3pm and 6pm at STMS.

Contact Peggy Thompson at 530.542.3632 for more info.

Truckee pet lodge helping military K-9

Truckee-Tahoe Pet Lodge is teaming up with the U.S. War Dogs Association, Chapter No. 1 in an effort to fundraise for Postage for Paws.

The campaign, which runs through Independence Day weekend, raises money to help purchase needed items and cover mailing costs for Operation Military Care K-9. Operation Military Care K-9 provides care packages for military working dogs and their handlers during deployment overseas.

The projected mailing costs for 2015 are estimated to be in excess of \$100,000 and are the most costly part of the program. The care packages provide medical supplies, canine care equipment and comfort items including personal care items, snacks for the handler and treats and toys for the hardworking dogs.

The organization supports approximately 5,000 military working dog and handler teams. U.S. War Dogs Association, Chapter No. 1 shipped approximately 4,000 packages to troops in 2014 and will ship close to 5,000 packages in 2015.

It is estimated that a military working dog will save more than 150 lives over the course of its career.

Donations can be made in person at Truckee-Tahoe Pet Lodge or may be taken over the phone with a credit card by calling Truckee-Tahoe Pet Lodge at 530.582.7268. Truckee-Tahoe Pet Lodge will be giving away one free night of pet lodging or two free days of daycare at its facility to every donor who contributes \$100. Donations of \$25 will receive a coupon worth \$10 for any service offered by Truckee-Tahoe Pet Lodge.

Truckee-Tahoe Pet Lodge is located at 10960 West River St.,

Truckee.

Road beat: Price of Prius hard to justify



The Prius is on its third generation. Photos/Larry Weitzman

By Larry Weitzman

Prius has been with us for 15 years, through three generations and have more than 4 million in sales, a more than remarkable achievement especially considering its high tech complexity. Even more remarkable is the reliability of the Prius, about as bullet-proof as you can buy. Because of their high tech controls, even the hybrid components/battery system while

guaranteed for eight years/100,000 miles never seem to fail even well beyond the warranty period. Toyota has cycled test batteries a 150,000 cycles with still no loss of efficiency.

In designing this updated third generation, Prius still retains the shape of the second generation. But it is crisper and much more refined giving it a more sporting look. But its basic shape hasn't changed as it is so identified as a Prius Hybrid which is important to people who buy them. Drivers of Prius want to maintain their feeling of virtuosity and caring (certainly for their wallets, among other things).

Prius is a compact car with a short length of just 176 inch and a long wheelbase of 106 inches. And it is narrow at 69 inches. If it looks like it can cheat the wind, it does with a very low co-efficient of drag of 0.25.



Specifications

Price About \$21,000 to \$36,000

Engine and Motor

Engine

1.8L Atkinson cycle 16 valve
DOHC inline four cylinder 98
hp @ 5,200 rpm

105 lb-ft of torque @ 4,000
rpm

Motor

80 hp permanent magnet

synchronous

Power supply 27kWh (36 hp)

nickel metal hydride battery

Combined HP 134 hp

Transmission

CVT

Configuration

Transverse front
engine/front wheel drive

Dimensions

Wheelbase 106.7 inches

Length 176.4 inches

Width 68.7 inches

Height 58.7 inches

Ground clearance 5.3 inches

Track (f/r) 59.6/59.4 inches

Turning circle 36.0 feet

Trunk capacity 21.6 cubic
feet

Fuel Capacity 11.9 gallons

Curb Weight 3,072 pounds

Wheels std/opt 15X6/17X7
inch alloys

Tires std/opt
195/65X15/215/45X17

Coefficient of drag 0.25

Performance

0-60 mph 9.45 seconds

50-70 mph 6.00

50-70 mph uphill 11.01
seconds

Top speed 112 mph (factory
number and governor limited)

Fuel economy EPA rated
51/48/50 mpg

city/highway/combined.

Expect 44 mpg overall and 50

plus mpg on the highway at legal speeds.

Occupying the engine bay under the short hood is an Atkinson cycle 1.8L 98 hp engine at a low 5,200 rpm plus peak twist occurring at 4,000 rpm. Atkinson cycle means a 13:1 compression ratio and a late closing intake valve. This creates a more efficient engine by enlarging the ratio between the expansion cycle and the compression cycle and still allows for the use of regular gas.

In addition there is the electric power system which uses an 80 hp electric motor that produces 153 pounds of twist. But don't get too excited as the Prius is not a 178 hp car. Because battery output is limited to 36 hp, it limits the electric motor's addition of power to the gas engine and the combined output is 134 hp. Still nothing to sneeze at.

Performance is more than adequate. Zero to 60 mph arrives in an average of 9.48 seconds, mid-pack for most compact cars and making it quicker than the conventional mileage champ, the Mitsubishi Mirage. It is also identical to my first test of the Gen III Prius tested six years ago that ran a 0-60 mph time of 9.48 seconds. Passing performance is also mid-pack with 50-70 mph on a level road and up a six percent grade of 6.00 and 11.01 seconds.

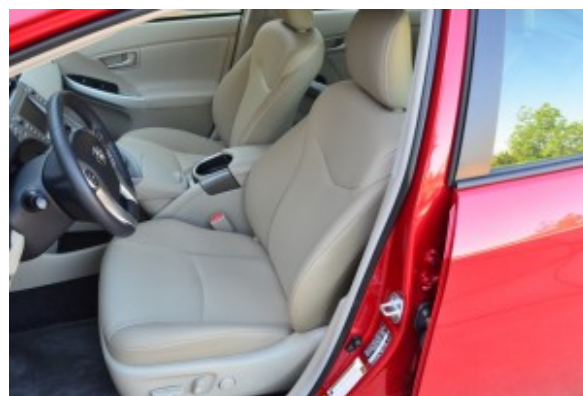
Dividends are paid (or actually not paid) at the pump. While the EPA rates the Prius at 51/48/50 mpg city/highway/combined, it might be a little optimistic as when driven in a moderately aggressive manner while minimizing braking, which is perhaps the most efficient way to drive (look for a Road Beat column soon on maximizing fuel economy) in 200 miles city, country and some highway driving, evenly split, the Prius averaged 43.5 mpg which is about what other Road Beat tests have shown. However, on the highway (level) at 70 mph the Prius averaged 50.7 mpg, better than the EPA's figure of 48 mpg. Those numbers exceed your best conventional compact, the Mazda 3,

which averaged about 35 mpg overall and 43 mpg on the highway.

Suspension is compact standard, MacPherson struts up front and a torsion or twist beam in the rear. Steering is an electric power rack with a turning circle of 36 feet with the optional 17 X 7 inch alloy wheels shod with relatively wide (and low profile) 215/45 X 17 all season rubber. Prius also has a wide 60 inch track. Believe it or not the Prius is quite nimble. It handles well. When pushed hard in the twisties, it goes where it's pointed with no vices or mid-corner corrections required, however there is significant body roll. Prius handles just fine, but remember it wasn't designed for Mario Andretti.

Prius, even with its low rolling resistance tires is quiet on all but the coarsest roads. On the highway at 70 plus mph it is very quiet with no wind, engine or road noise. There is no tach as the unique CVT tranny makes it unnecessary. In pure electric mode it is whisper quiet and the engine is so silent sometimes the only way you know it is running is the rumble in the go pedal when it comes on line. Prius handles bumps providing comfort without float or jarring over the worst roads.

While the Prius has only four wheel 10 inch discs with all the acronyms (ABS, etc.) its stopping distances are quite short, just an excellent 41 feet from 40 mph. Seven airbags plus traction control, vehicle stability control, smart stop technology braking and more are all standard equipment. Prius is safe.



The interior of the Prius is
nothing special.

Inside is a lot of plastic. While of good quality, it is a blah interior. Seats are done in Toyota's Softex, their brand of synthetic leather. While comfortable, it reminds one of a good washing machine or refrigerator, not too exciting. Interior room front and back is quite copious, room for five in comfort.

But there are some complaints, starting with the instrument panel which is located in the center of the upper dash, too far from the driver (it is at least two or more feet removed and located much too far to the right) with some of the ancillary info like the trip computer being presented in a size that is much too difficult to read. This needs to be fixed. The center stack is also hard to use with its touch screen, but it's at least legible.

Is the Prius likable, sure it is and it drives well. I like it, but there another huge rub and that is price. The Prius Five model tested by the Road Beat stickers for a whopping \$30,005 which even included a Nav system (why the extra \$5, I just don't know) plus \$825 for the boat from Japan. This tester had the \$4,320 Advanced Technology Package which had an upgraded Nav and JBL sound system, stolen vehicle locator, radar cruise control, lane keep assist, heads up display (a nice feature considering the standard speedo is off to the right) and a bit more. With this package plus a couple of other small options brought the total sticker shock to \$35,824. You are never going to save that much gas.

But the problem is that other very economical cars are much less expensive. A loaded Mitsubishi Mirage is less than half the price or a loaded Mazda 3 with more equipment, a much nicer interior, far superior performance and handling in a similarly sized package is \$8K less money with an average fuel economy that is about 8 mpg less than the Prius. If you drive

15,000 miles a year you will save about 85 gallons of fuel or about \$250 annually. The cost of the capitalization is higher, never mind eating into the purchase price difference. Why do people buy the Prius as 4 million have since its introduction, it makes them feel good about themselves adding a bit of virtuosity to their lives.

Larry Weitzman has been into cars since he was 5 years old. At 8 he could recite from memory the hp of every car made in the U.S. He has put in thousands of laps on racetracks all over the Western United States.

Plenty of faults with 'San Andreas'

By Joe Mathews

After sitting through the new earthquake movie "San Andreas", I experienced my own dark seismic fantasy: as the Big One hits California, a giant hole opens up under Burbank, and Warner Bros. disappears into it forever.

I had been prepared by advance publicity for Warner's "San Andreas" to be a dumb film full of pseudoscientific nonsense about earthquakes. But "San Andreas" is much worse than that. The film is so profoundly cynical and callous that to call it reprehensible might be too kind.



Joe Mathews

I am not talking about the nonsense spewed onscreen about chasms and tsunamis that are life-and-death subjects in many parts of the world. My main beef with “San Andreas” is its treatment of California and its people. It trivializes the loss of human life and offers thinly disguised contempt for us Californians, who are portrayed – with few exceptions – as foolishly panicked, cowardly or corrupt.

Then there are the glossy lead characters, who – amidst indescribable tragedy – talk mostly about themselves and their relationships. They also do a lot of kissing and – call me a prude – show off considerable cleavage as two cities are destroyed and tens of thousands of people perish around them.

For those lucky enough not to have seen the film, it stars Dwayne Johnson – the artist formerly known as The Rock – as a Los Angeles Fire Department rescue helicopter captain. After the first of a historic earthquake swarm hits L.A., this public employee ignores millions of suffering Angelenos who pay his salary to save his estranged wife from a skyscraper. Since she is played by the wonderful Carla Gugino, I was willing to cut him some slack. But then, after rescuing her, the couple – without a second thought – abandons my devastated city to fly to San Francisco to find their daughter.

The film portrays California as many very rich people here see it – two cities, Los Angeles and San Francisco – with not much else of importance anywhere else. We learn nothing of lives lost along the San Andreas between those cities – no tears are shed for the Central Coast, or even San Jose. A brief scene in

Bakersfield is mainly an opportunity to slur that city's people, who – just minutes after a great disaster – are devoting their energy to looting.

Our self-involved protagonists arrive in San Francisco by jumping out of a stolen plane and into AT&T Park, allowing Johnson to quip inappropriately – in the midst of disaster – that it'd been a while since he'd taken his wife to second base.

In the City by the Bay, no one can think straight in the panic – except two young brothers, who, in keeping with the anti-Californian bias of the movie, are British.

Then, just minutes after a tsunami destroys what was left of San Francisco after the earthquakes, the older British brother and Johnson's daughter do some kissing.

Who knew mass casualties were such a turn-on?

Yes, it's true that over the last century Hollywood has destroyed parts of California to create moments of cinematic wonder. Hollywood filmmakers seem to like portraying their neighbors as expendable folks, whose extinction can be enjoyed by worthier Americans in the heartland.

But "San Andreas" feels especially cruel, particularly in the way it ignores the victims. (In contrast, at the end of the classic 1936 film "San Francisco", the people get to march arm-in-arm back into their earthquake-ruined city as they defiantly sing "The Battle Hymn of the Republic"). There is also a whiff of political ambition amidst the film's cynicism. When I was covering Gov. Arnold Schwarzenegger, Hollywood friends of his told me that "San Andreas'" star Johnson – The Rock – was patterning his career after Schwarzenegger – from a muscle business (wrestling) to action films, comedy, philanthropy – and eventually, maybe politics.

That seemed crazy at the time. But now comes a movie where

Johnson plays the hero in a calamity. Johnson even concludes the movie by promising, in gubernatorial tones, “Now we rebuild.” Even in this stinker, you can smell what the Rock is cooking.

The ugly truth is that “San Andreas” isn’t the only evidence of Hollywood’s contempt for its home state. The entertainment industry summoned all its influence to secure \$1.6 billion in state tax incentives over the past five years. The money is supposed to bring back to California big-budget productions like “San Andreas”, which was filmed mainly in Australia. But putting taxpayer money into movies like this is horrifying, particularly when the state has more pressing needs – including billions in seismic retrofitting for buildings and infrastructure.

At least the timing of “San Andreas” is good. The awful film, arriving during state budget season, makes a convincing case for stripping Hollywood of those tax incentives, and putting the money into rebuilding our state.

Joe Mathews wrote this Connecting California column for Thinking L.A., a project of UCLA and Zócalo Public Square.

Tahoe Tails: Adoptable Pets in South Lake Tahoe



Ginger

Ginger and her sister Mary Ann are 8 to 10 month old pit bull mixes who are a bit on the shy side. Ginger is more outgoing, but both are very sweet, get along well with other dogs, and walk nicely on the leash. They do not have to go home together.

Both girls would do best in a patient home where they'll get lots of exercise and some obedience training, plus gentle socialization.

Ginger and Mary Ann are spayed, microchipped, tested for heart worm, and vaccinated. Both are at the El Dorado County Animal Services shelter in Meyers, along with many other dogs and cats who are waiting for their new homes. Go to the Tahoe animal shelter's Facebook page to see photos and descriptions of all pets at the shelter.

Call 530.573.7925 for directions, hours, and other information on adopting a pet.

For spay-neuter assistance for South Tahoe residents, go online.

– Karen Kuentz

Donner Museum captures region's history



Exhibits at the Donner Museum tell the story of the region's past. Photos/Denise Haerr

By Denise Haerr

TRUCKEE – Hundreds gathered to be a part of history in the making in the impressive shadow of the Pioneer Memorial, whose own dedication occurred 97 years ago to the day. The grand opening of the Donner Memorial State Park Visitor Center on June 6 was a 20-year, \$9.6 million endeavor that was a testament to collaboration.

Even its theme, “Crossing Barriers Changes Lives”, was clearly evidence by the emotional blessing prayer given by Washoe elder Steven James, encouraging everyone to continue to work together the make things better.

The High Sierra Crossing Museum – a 9,400-square-foot structure – has sat empty for about a year because of lack of

funding to operate it. It replaces the Emigrant Trail Museum.

The state-of-the-art facility is full of innovative and engaging programs and exhibits. It is destined to be a much-visited park. It honors the ill-fated Donner Party, telling the history of the Donner region, including: Washoe settlements, Chinese workers building the transcontinental railroad, and early motoring experiences over Donner Pass. This is not just a look at museum. It's something to experience, a place to learn about those who came before us.



Hundreds of people turn out for the June 6 museum opening.

The audience was asked to raise a hand if anyone was a descendant of the Donner Party. Dozens of hands rose.

Later, Tamara Anderson told of her relative, Sarah Graves, who was part of the Forlorn Hope, an offshoot of the original group. Graves was one of the few survivors. An exhibit in the museum titled "Why Women Survive?" gives insight into Anderson's family legacy.

More women than men lived through the Donner Party ordeal.

While there were many dignitaries present on Saturday, the ceremony began with a flag raising, with the help of two little girls, Cora Medhurst and Abigail Quadros. They are the

great-great-granddaughters of Louis De Rome, a pioneer bronze manufacturer and the caster of the Pioneer Memorial. While De Rome created the impressive statue, it was the Native Sons of the Golden West that secured the lands for the location in 1918. Members from all over California convened for this the 139th Grand Parlor Annual Meeting. As tradition dictates, the members combined sand, gravel and water from the far reaches of California to make cement. They then affixed part of the historic marker with the cement, a custom symbolic of the society's original mission since its forming in 1875 – to preserve California's historic resources with informational markers and fundraising for landmark restoration work. It was a memorable display of the magnitude of this endeavor.



Displays show items from days gone by.

“Donner Memorial State Park is a jewel in our system, and it’s recognized worldwide for its historical value. The new visitor center will enhance our visitors’ experience, and will allow us to showcase the significance of the park in a more interactive and innovative manner,” Lisa Mangat, acting director of California State Parks, said. “Giving our visitors an array of different experiences will help us instill a strong sense of pride for the wonderful cultural and historical resources there are at Donner Memorial State Park.”

Truckee Vice Mayor Joan deRyk Jones added an economic element

to the dedication. She shared that for every \$1 spent at a California State Park, \$17 goes into the local community's economy.

Team effort was the key description of the work involved for the grand opening.

Moderator Don Schmidt quoted past National Park Service Director William Penn Mott Jr., "A vision is a powerful thing. It is a dream based on a clear perception of the future combined with a commitment to take the necessary steps to make it happen."

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Notes:

- More information about the park may be found online.

Chautauqua performance to feature George Whittell

Chautauqua performer Steve Hale will present "George Whittell Jr., Playboy Millionaire Who Built the Thunderbird Lodge" at the Dangberg Home Ranch Historic Park on June 10 at 6:30 pm.

The event is open to the public and free to attend.

George Whittell Jr. lived off the interest generated by the millions he inherited from his parents. His enormous assets allowed him to purchase most of the Nevada side of Lake Tahoe where he built the Thunderbird Lodge in the 1930s. The house was designed by prominent Reno architect Frederick DeLongchamps. This included a 600-foot tunnel connected to a

boat house to berth the Thunderbird, his 55-foot mahogany yacht.

Hale has been presenting historical figures from the Lake Tahoe region for almost two decades.

The park is located at 1450 Highway 88, one-quarter mile north of the Carson Valley Veterinary Hospital. For more information, call 775.783.9417.

Smoking cessation classes on South Shore

Barton University is offering low cost smoking cessation programs.

Freedom from Smoking is the American Lung Association's program that provides support and techniques to help people quit the habit for good. Classes are:

Session 1: Starts June 24 (Quit day: July 17)

Session 2: Starts Aug. 19 (Quit day: Sept. 11)

Session 3: Starts Oct. 7 (Quit day: Oct. 30).

Classes take place for seven consecutive Wednesdays with an additional "quit day" session half way through the program.

Each session is from 5-6:30pm. Cost is \$30.

Register with Krista Carson at 530.600.1958 or emailkcarson@bartonhealth.org.

LTCC to stage 7 performances of 'Pippin'

"Pippin" is coming to Lake Tahoe Community College's theater starting June 12.

With music and lyrics by Stephen Schwartz, the composer of the hit Broadway musicals "Wicked" and "Godspell", and book by Roger O. Hirson, the Tony Award-winning show will be in South Lake Tahoe from June 12-20.

This high-energy musical follows the story of Pippin, a young prince who longs to find passion and adventure in his quest to live an extraordinary life. Pippin is encouraged by the seductive, yet sinister Leading Player and a mysterious troupe of performers who lure the naïve prince along a death-defying journey to the final "One Perfect Act."

Choreography and aerial work is by Angela Smith, music direction by Mark Williams and stage direction by Susan Boulanger.

Performances are June 12-13 and June 18-20 at 8pm, and 2pm shows on June 14 and June 20.

Tickets for "Pippin" are \$15 general admission, and \$12 for seniors, groups of eight or more, students with a valid school ID, and children under 13. Tickets may be purchased in advance at LTCC's bookstore Monday through Thursday, 10am-7:30pm and Fridays 9am-2:30pm. The Duke Theatre Box Office will be open for ticket sales one hour prior to all performances. Seating for this show is limited, so please arrive early for best seating availability.

For more information, call 530.541.4660, ext. 207.

Abundance of LTUSD employees calling it quits

By Kathryn Reed

When classes start Aug. 31 for the next school year, many familiar faces will no longer be roaming the halls of Lake Tahoe Unified School District. Many longtime employees are retiring.

More than 600 years worth of educational experience are walking out the door as the school year comes to an end next week. The changes are coming in the classroom, administration and elsewhere.

Steve Morales, facilities director, is one person whose presence in the district for the last 33 years has touched all the campuses and most components of the district.

He had worked in construction since he was 18, and then got an electrician's job with LTUSD when he was 29. By 30 he was in his current role. The difference is the job description has changed quite a bit in the intervening years.

"As the district continued to mature and grow, this position did the same," Morales told *Lake Tahoe News*. "It's been continuously growing and challenging so it never became a stagnant position. There was never a time when I was bored with the work."



Steve Morales is retiring after 33 years working for Lake Tahoe Unified School District. Photo/LTN file

When he started in the early 1980s the buildings had been neglected, landscaping near non-existent, the ball fields were not irrigated, and the schools looked run down with peeling paint. The superintendent at the time and board decided to turn things around.

The basic maintenance needs were addressed, including getting the mechanical and electrical systems working properly.

The state made some money available and local voters approved a bond in the early 1990s for facilities. This is when South Tahoe Middle School's multipurpose room was built as well as the science-technology building at South Tahoe High School.

This was the first major construction in LTUSD since Sierra House Elementary School was built in the mid-1970s.

Hiring skilled laborers like electricians and plumbers has helped to keep the facilities in better shape. Depending on the season 30 to 40 people work for Morales.

Each year the financial responsibility he has changes. It's fluctuated from a few million dollars to about \$40 million.

"What I'm most proud of in the facility improvement and expansion side of the coin is the fact that within months of passage of local bonds for school facility improvement the district was spending that money and the projects were started," Morales said. "By the time people saw these taxes on their tax bills typically we were already in construction. We were putting their money to work almost immediately."

Morales is also proud in all this time with well more than \$100 million of construction occurring under his watch that a project has never been stopped nor has there been the claim of a bid going awry.

He was essentially the project manager overseeing the work accomplished from the latest bond – \$64.5 million in local money, plus more than \$30 million in state matching dollars. The bulk of that work was at South Tahoe High School.

Superintendent Jim Tarwater calls the oversight of the 2009 bond and getting the work done by 2014 Morales' "legacy."

But all of Morales' work is not done. He will be overseeing the bleacher project at STHS, which starts next week.

"For a person who moved up through the ranks and has been part of all the construction and maintenance for a district in the mountains, that has a lot more challenges just because of the weather, and transportation, he has done an outstanding job," Tarwater told *Lake Tahoe News*.

Also part of Morales' job is to oversee transportation. The fact there was never a major accident on his watch, is another thing Morales is proud of.

Initially, IT fell under Morales' purview.

"The original backbones of the computer and software systems

came out of this department. We provided the infrastructure, the cabling," he said.

Morales, who turns 62 at the end of the month, will be back on a limited basis. Retirees are allowed to work for benefits.

What else he does in retirement remains to be seen. He has three kids and seven grandkids to help fill the time.

As for a replacement, Darryl Quandt who is a supervisor in the department will be interim director of facilities.

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Here are the others who are leaving LTUSD:

Classified retirees, with their last job listed:

- Eleanor Heckendorn – hired October 1984, instructional assistant
- Wilma Hoppe – hired April 1992, executive services specialist
- Angie Keil – hired May 1992, secretary
- Paul Mitchell – hired February 1998, custodian
- Darlene Morris – hired August 1987, accounting assistant
- Michael Kezer – hired December 2011, campus security assistant
- Nancy Tesh – hired September 1988, human resources analyst
- Debra Yates – hired July 2006, chief financial officer.

Certificated retirees:

- Betsy Benavides, teacher, 24 years in education
- Karen Boyer, speech therapist, 20 years in education
- Howard Coleman, teacher, 32 years in education
- Beth Delacour, principal, 32 years in education
- Madeline Fernald, teacher, 16 years in education
- Joann Hernandez, counselor, 15 years in education
- Deborah Kushner, teacher, 31 years in education
- Ivone Larson, assistant superintendent, 26 years in education
- Marie Meagher, director of special services, 36 years in education
- Carol Murdock, teacher, 36 years in education
- Elizabeth Roeser, teacher, 37 years in education
- Laretta Ross, teacher, 36 years in education
- Dennis Sarosik, assistant principal, 34 years in education
- Louise Ann Simon, teacher, 27 years in education
- Pamela Taylor, teacher, 30 years in education
- Susan Willmetts, teacher, 19 years in education.