



BULLETIN BOARD

The Official Publication of the 7th Division, Pacific Northwest Region, NMRA Canada

Volume 32, Issue 1

January/Feb 2018



ABOVE: Future Modeller. Mother and son at Tom Stephenson's w-Trak Brio-like layout at VTEX 2017. No barriers for kids and a very busy place. Tom's schedule for next year has been posted on his website and he will be returning in 2018.

Photo by J. Stevenson

MERRY CHRISTMAS and SEASON'S GREETINGS to ALL!!

VTEX 2017 has come and gone and by most accounts, especially turnstile numbers, was a complete success. Congratulations! It was indeed a family affair. The familiar vendors' tables around the periphery of the PNE Forum included representation from hobby shops; exposure to vintage photo, book and magazine collections; several railroad historical associations as well as sales of Railroadiana - plus much more. There was even a visual artist showcasing his block print technique. And many of the layouts put a premium on interactivity with the public, and especially the kids. See inside for Regional News updates including the VTEX organizational committee event report.

IN THIS ISSUE

Editorial Comments..... 2

Regional News..... 4

NMRA Achievement Program..... 6

Superintendent’s Report..... 9

Contacts..... 12

Editorial Comments

VTEX 2017 was a big hit. This was my first experience at the big train show event without a concurrent railway modellers’ meet. This allowed me the freedom to have more and longer conversations with other participants as well as the vendors without the tight pressure of the modellers’ clinic schedule. And a number of 7DPNR modellers, who may have been preoccupied otherwise, were present to assist with volunteer activities, to man the craftsman’s table for two-hour slots and, as in past years, to showcase modelling craft and talent. Both Phil Holden and Tom Beaton returned this year to demonstrate tree making. I know that the public are very attracted to the fine work displayed by them.

And thankfully for this year’s show, the interior lighting at the PNE Forum has been upgraded with new illuminaires. It was immediately apparent and much more welcoming; and the layouts and vendor tables, though still occasionally using task lighting, required less of it to appreciate the fine modelling.

While looking through the photos I took at this year’s show, there are a high number featuring kids having fun - and far less so of the more adult-focused layout displays. The w-Trak layout photo on the cover of this issue captures a bit of why it is a perennial hit for the pre-school crowd. Details of the design principles and construction methods for the benchwork, buildings and trees was outlined in a previous edition of the Bulletin Board in v.30 n.1 from the January/Feb issue of 2016. Check the archives at the 7DPNR website for the back issue if you’re so inclined. And the Vancouver LEGO Club hosted by enthusiastic builder/hobbyists was selected once again as the People’s Choice layout.



ABOVE: Around the corner from the scene opposite, the operating LEGO bascule bridge (upright) in the center mid-ground was spellbinding for this young girl. She could barely contain her excitement... a future structural engineer?



ABOVE: Three generations turn back the clock and suspend time for a few moments.

Both photos by J. Stevenson



LEFT: VTEX Ctte members Tom Lundgren, Team Leader and Phil Breden, Creative Manager congratulate Andrew Robertson, the Vancouver LEGO Club's spokesperson and present him with the People's Choice layout award.

Photo by J. Stevenson

The Vancouver LEGO Club have been coming to the annual train show for years. If you enjoy their work and have an interest in joining or learning more about them, you can find out more at <http://vlc.ca/>. Be sure to check out the VLC Custom MOCs in the right frame of their web page.

The LEGO overhead counter-weighted bascule bridge (otherwise known as a drawbridge) on the preceding page was inspired by the Johnson Street Bridge in Victoria BC, originally built in 1921-23 and currently being replaced with a modern version. The new type is a rolling lift design. Construction on the new span started in May 2013, ran into cost overruns because of defective steel, welding and fabrication work overseas in China, and is now scheduled for opening in 2018-Q1. See more at: <http://www.johnsonstreetbridge.com/new-bridge/>.

Other child-friendly exhibits included the West Coast Railway Association Minirail and the Canadian Toy Train Association's layout. I noticed that Gordon Hall's 'Island of Sodor' warranted a feature article in the Vancouver Sun on the Remembrance Day Monday and a few days later, the Vancouver Courier provided another thoughtful piece involving an interview with Tom Lundgren, once again focusing on the appeal of model railroading to children and young adults. Excellent work on media engagement.



LEFT: The Mainland Modular Railway Society had a very engaging (and busy) operator's station at their layout permitting young hands to operate the throttle of a train. Using an on-board video with wifi feed from the locomotive to the monitor gave the kids an engineer's perspective. And a few creative parents placed themselves in the scene trackside so that they could be seen on video as the train passed by. Much fun for all.

Photo by J. Stevenson

The Greater Vancouver Garden Railway Club were on hand again demonstrating their live steam locomotives.

Doug Hicks, who coordinated Craftsman's Corner, was supported by local modellers with assigned two-hour activity slots. Judging from the crowds and questions, this was a busy table throughout the weekend and a big hit with the public. Saturday sessions included: Weathering - Andy and Ken Wegmuller; Building Structures with Strathmore Cardstock - Mike Chandler; Snow Shed Construction - John Green; and Resin Kit Construction - Mike Barone. Sunday sessions included: Weathering with Pan Pastels - Ken Rutherglen; Weathering - Wendy Magnall and Edi Irwin; and Building Structures with Styrene - Rob Kirkham.



ABOVE: Rene Gourley sitting in at the Craftsman's Table is carefully coaching a young enthusiast to drill holes with a pin vise.



ABOVE: Ken Wegmuller with father Andy at the Craftsman's Table demonstrating weathering techniques with washes and chalks. Ken's skill was evident in the rusted out hulk of an automotive wreck in the foreground and many long-term modellers know Andy's work through his Readytrain.com website. See: <http://readytrain.com/index.html>.

Photos this page by J. Stevenson

The views and opinions stated in *Editorial Comments* are not intended to reflect those of the NMRA or regions or divisions thereof. As the editor of the BULLETIN BOARD I welcome your comments and opinions regarding the comments made above or any other statements made in this publication. Send your comments to John Stevenson, Editor (jstevenson@telus.com).

Regional News

Vancouver Train Expo (VTEX) Show Report

By Tom Lundgren, VTEX Leader



Vancouver Train Expo 2017 has come and gone. This year's public attendance was the best ever at just under 6,000, a 20 percent increase over last year, thanks in large measure to the promotional efforts of Phil Evans. Over 300 exhibitors and vendors worked to assemble and staff the displays along with 70 volunteers who worked on the various tasks necessary to stage the event. Attendance has grown from about 2,000 in the latter years at Cameron Center, to 4,500 the first year at the Forum (2015), to 6,000 this year. Many thanks to the Organizing Committee members,

volunteers, exhibitors and vendors.

Overall the event generated favourable comments from attendees and participants, with the openness of the floor plan being especially appreciated. The Remembrance Day observance, masterfully orchestrated by Michael Batten, enriched by Dave Mills' musical skills and respected by all vendors and exhibitors, was very well received and many compliments ensued.

Unfortunately it is still a struggle financially because both the large venue and advertising necessary to achieve these results are expensive. The show will incur a loss this year because of a couple of one-time expenses and

lower revenue from table rentals. We will have to sharpen our pencils to achieve a better financial result in 2018.

As a result of the Organizing Committee being much stronger this year, with eight active members, we were able to introduce some innovations. Thanks to the efforts of Phil Evans and Phil Breden, for the first time we were able to collect admission fees electronically, some 30% of the gate revenue. Within the show itself there were new 'hands-on' displays; Thomas and Brio overseen by Matthew Duckworth for children, and compliments of George Carroll's efforts; plaster rocks to colour and trains to run. Phil and George organized a dinosaur hunt contest to increase audience engagement, and Phil organized a People's Choice contest which was won by the Vancouver Lego Club. A plaque was presented to Andrew Robertson in recognition.

More requests from layouts and vendors were received than could be accommodated despite the best efforts of Brian Dobbin to develop a floor plan to accommodate them. Unfortunately both layouts and vendors were turned away. Thanks to the larger vendors for scaling back their table demands so we could maintain the diversity of vendors.

Attendance was steady throughout both days, with Sunday better than Saturday, and only trailed off in the last hour of each day. The last three hours of the show attracted 230 and 630 attendees on Saturday and Sunday respectively, approximately 14 percent of attendance. The extended hours contributed significantly to gate revenue.

North American Railcar Corporation is producing, and selling through Pacific Western Rail Systems, a special run of its recently announced National Steel Car 5093 cu. ft. Combination Door box car. The car is British Columbia Railway BCOL 5309 which bears the Vancouver Train Expo logo, available in both HO and N scales. Vancouver Train Expo receives 20% of proceeds from the sale of these cars. Thanks to Howard Sommerfield for overseeing this project. Please consider purchasing one or more of these cars as proceeds from the sale will help our finances. For more information visit vancouvertrainexpo.ca and follow the links to Pacific Western Rail Systems website.

After five years on the Organizing Committee, Michael Batten has announced his retirement from the Committee in order to spend more time with his family, to support son Nicholas in his adventures with Air Cadets, and to pursue some professional development opportunities related to his profession. Michael, along with Peter Mueller and few others resurrected the Train Show in 2013 after the original committee ran out of steam. I think it is fair to say that Michael and Peter were the prime motivators for the move to the Forum in 2015. With Michael goes our showman and the flair for presentation that he brought to the show. His contributions will be missed.

This, in turn, leads to one further important matter. For the show to continue it needs a constant infusion of new people with ideas and enthusiasm. As with all things worth doing, being a committee member requires a commitment of time, effort and a contribution of skills and knowledge. Please let me know if you are interested helping advance Vancouver Train Expo. Contact me at chairman@vancouvertrainexpo.ca.

NMRA Achievement Program

By Mike Chandler

Editor's Note: There has been some discussion amongst the 7DPNR Executive and a few members re: concerns about the Achievement Program (AP) evaluation process. Specifically, members have been forwarding forms and applications for evaluation to the designated PNR regional contact, Jack Hamilton, whose name is listed under Staff Contacts on the NMRA web pages as the Regional Representative. Occasionally, requests have been evaluated by him without informing our divisional contact. Information may be lost locally. This is an issue of ineffective communication at the least, and a delay and frustration for the applicant if the documentation requirements or modelling rules are misunderstood, and the package returned for reconsideration.

Mike Chandler, our divisional contact, can better assist the applicant understand the rules regarding completion of the AP certificates, including the associated documentation. After contact with Mike, Jack must still review the application and in turn, forward it to the NMRA headquarters for final approval. Obviously, getting the process right from the beginning is to everyone's advantage. We wanted to clarify the preferred contact sequence here and will be publishing more about the AP Categories in future BBs.



Here's some brief background. And this comes from Mike Chandler, MMR who should know. Mike is our Divisional Representative for the AP evaluation. He's been around for a long time and began modelling as a teenager. One of his scratch built reefers from that period was submitted as part of the required content for evaluation under the 'Master Builder - Cars' category. Mike states that locally, the busiest category for evaluation requests is in this very category - Cars. And overwhelmingly, the submissions have been kit bashed cars with super detailing, possibly with some detail parts that may have been scratch built as well. But they still might not pass!

Let's explore the issue carefully! The rules require eight cars of four different types, one of which must be a passenger car or car which is normally found in a passenger train. Four of the eight must be scratch built and four must be judged and score > 87.5 points. Go to <https://www.nmra.org/cars> for more rules, detail and definitions re: this specific AP award category.

Because four of the eight cars must receive an evaluation score of 87.5 points or more, I asked Mike if a kit bashed car could qualify for one of those four. Mike's response follows:

The rules do not specifically require the four cars which score above 87.5 points to be the four scratch built ones. However, it would be very difficult for a non scratch built car to achieve this level since the modeller would be sacrificing most, if not all, of the 15 points in the scratch building category. Although I have not known of a case where a non scratch built car was used to qualify as one of the four plus 87.5 point cars, it would theoretically be possible using the NMRA's merit award scoring schedule. Typically, the four scratch built cars would be the ones evaluated and therefore required to score above 87.5. The other four do not even have to be evaluated.

The requirements for the four scratch built cars are relatively clear and straightforward; however, the four non scratch built ones are another matter. They cannot be kits which were just assembled out of the box by the modeller. Instead, they must be at least super detailed by the modeller and could be kit bashed. In the case of super detailing, the car would be expected to have full underbody brake rigging, air brake components and piping. As well, the exterior body's molded on grab irons and ladders should be removed and replaced by

individual wire grab irons and/or built-up ladders. Nowadays, many fine car kits meet these ‘super detailing’ requirements but do not qualify after assembly by the modeller because they are considered to be super detailed by the manufacturer rather than the modeller. *Editor’s Note: this is a very important point that appears not well understood.*

With model contests in general and merit award evaluation in particular, many cars lose points unnecessarily when the modeller fails to submit full documentation. Conformity to prototype practice represents 25 points and, unfortunately, without scale drawings and prototype photos, it becomes difficult to award points in this category. *Editor’s Note: also very important.*

Scratch building is evaluated on a scale of 15 points and is another area where modellers often fall short in supplying documentation. Certain commercial parts may be used on a model without negating the model's scratch built status. Such exempted parts include: wheels, couplers, light bulbs, trucks, marker lights, brake components, basic wood, metal and plastic shapes. However, should a modeller scratch build any of these exempted parts, then he would be entitled to additional points (not to exceed 15) but he must specify that he has actually built such parts in his submitted documentation. Otherwise, an evaluator would assume the scratch built parts to be just commercial castings.

With regard to AP evaluation, the term ‘scratch built’ means the modeller has done all of the necessary layout and fabrication that produce the final dimensions, appearance and operating qualities of the model. In other words, the car's body - including as a minimum the walls, ends, roof and underframe - must be fabricated by the modeller from basic material such as wood stock, plastic stock, metal stock or from cast material such as resin. Any cast material used to form the car body would be expected to be the work of the modeller. Simply assembling preformed parts to form a car body isn't sufficient. They must be fabricated by the modeller from basic material. Failure to meet this basic requirement would result in the car being classified as ‘kit-built’ or non scratch built.

As far as contests go (generally the same criteria for judging is used as in the AP evaluation process) a kit-built model must contain more than 50% kit or commercial parts to be considered. A model which was purchased ‘ready-to-run’ and simply painted, decaled and weathered by the modeller, would not meet this criteria. Scratch built points are limited to eight rather than 15, as above. A modern resin kit (a classic craftsman’s kit) requiring extensive skilled fabrication work could be considered for one (or several) of the point-scored models in the AP evaluation if all the detail work met the definition of super detailed but, as stated previously, it must be the work of the modeller, not the manufacturer.

Weathering is not a requirement for AP evaluation but can result in a few additional points in the finish and lettering category provided it was done well and not taken too far.

Editor’s Note: To encourage the modeller and as an example of a fully scratch built model similar to the one Mike submitted years ago, here’s a link to an excellent article from a 2008 Scale Rails journal article on the NMRA website using primarily wood products for the carbody.

https://www.nmra.org/sites/default/files/education/achievement/pdf/mmr_cars.pdf

If the AP evaluation process seems intimidating, why not consider the more relaxed requirements for the Golden Spike award? Check out the rules online at the NMRA’s website.



ABOVE: Mike's REA Express Reefer built in 1968 or '69 and submitted as one of his scratch built entries. Much of the construction method follows the example in the Scale Rails article. He used Northeastern Scale Lumber Co. wood (founded in 1946 and still available today. See the downloadable catalog at <http://www.northeasternscalelumber.com/>), brass wire and shim stock, cardstock for the center beam and code 100 rails filed down to represent the box car side rails. And because this reefer type appeared in a passenger train, this qualifies as one of the passenger cars.

In Mike's annual report to the 7DPNR Executive he reported the following awards as well as recognitions towards components of the Achievement Program effective the end of October:

Rene Gourley	Model Railroad Author
Scott Calvert	Model Railroad Author; Association Official
Mark Dance	Association Volunteer; Golden Spike Award
Bob Flegel	Golden Spike Award
Dick Hawkshaw	Golden Spike Award
Harry Southern	Golden Spike Award
Steve Stark	Golden Spike Award
Don Young	Golden Spike Award

Congratulations to all! Mike and I would encourage anyone interested in the AP process to thoroughly read all content on the NMRA website first, then contact Mike with your plans/ideas/interests to clarify your understanding and to ensure that the documentation associated with the application is rigorous.

We have added Mike Chandler to our Contact List at the end of the Bulletin Board. If you are considering an evaluation on any of the categories, Mike is your first stop!

Member Aid Coordinator

By Mike Barone

Member Aid Coordinator is a service supplied by the 7th Division to provide a source for answers to any questions you may have regarding 'any aspect' of the hobby - e.g., information on track laying, why doesn't my engine run, scenery queries, sourcing prototype data and everything in between. It is hoped this will be particularly helpful to the newer hobbyist though it is available to all. As Member Aid Coordinator I may not be able to answer all your questions but should be able to direct you to someone who can. Please feel free to contact me at: fmikebarone@gmail.com. *Editor's Note: we have also added Mike's name to the Contact List.*

Here is an example email exchange (over a week's time) between Mike B. and a member re: adhesives.

Hi Cam: John sent me your question and I'll try to answer it for you. First though, do you know what type of plastic it is as this will make a huge difference as to type of glue. If it is styrene, by far the most common for models, you can use any of the liquid cements such as Plast-I-Weld, my favourite, Testers Liquid Cement (slow evaporating), Styrene Stick It (very fast evaporating) or Plastruct Plastic Weld (for ABS plastics). All are available in hobby shops. These work by dissolving some of the plastic to fuse the parts together (Note that parts should have good mating surfaces). Hold the parts together and apply a small amount of liquid and let it flow into the joint. Depending on the joint it may be advantageous to add a splice in behind the joint in an unseen location. Plastic Weld is much thicker so it won't wick into the joint and therefore needs to be applied first, then the parts can be fitted. If the parts are very thin, you might consider using ACC, super thin variety, as it does not attack plastic.

Regarding other types of plastics; e.g., engineering plastics which are used almost exclusively on things like trucks and gears in the hobby applications - nothing seems to work.

Because it is a scenery item I would wonder if you are dealing with some type of styrofoam insulating material quite popular as a scenery base. Though I have little experience with styrofoam, all of it bad, I can advise all of the above will simply dissolve this into a little gooey pile. This includes contact cements such as Goo and Pliobond. For these you will require some sort of latex or acrylic contact cement or perhaps better, a latex or acrylic white glue but test it first on an unseen area.

Another material, technically not a plastic but which can be confused as such by those unfamiliar with it and is used often in modeling applications is polyester resins. These require ACC. If you can advise me as to more precisely just what the parts in question are, I might be able to better determine the best or even different options. Hope this helps. Mike Barone

Mike: Sorry I never thought about different materials, even though I know better. This item is an older switch tower. I'm working with 0 gauge. It is hard plastic, so styrene is a fair assumption. The base or feet on two of the legs are broken off and the breaks are both clean. I will need something that has quick grip properties, so that I can hold the pieces together and then they can be left alone to dry. I like your suggestion of some reinforcement after that. The two hobby shops I like are both a distance away, so I like my wish list right when I get there. Thanks for your help so far. Cam

Cam: Your reply changes things slightly. My suggestion is as follows: since it is an early model it is probable the plastic may not be styrene but some earlier type of plastic hence while the liquid glue may work, the bond may not be very strong. Try a tiny amount of some liquid cement on an unseen area to see if the plastic dissolves, if it does you can continue to use it on the repairs. My preferred method would be to drill a hole in the leg and the mating mounting area on the structure large enough to insert a piece of brass rod about 1/2 in. long if you can to form a splice then put the parts together with thickened/gap-filling ACC. Lately I have been using one 'Tire-Cement' ACC which supposedly contains some rubber additive on many models with very good results. And there is a gap-filling ACC in a tube. Both are slow setting though and are found with all the other ACCs on the hobby shop shelves. The rubber one is black while the tube glue is clear. Mike

Superintendent's Report

By John Martin

A very **Merry Christmas and a Happy New Year** to you and your family from the Board of Directors and the 7th Division Standing Committee.

Santa often places wonderful train stuff under the Christmas tree for good little boys and girls - and I hope you are suitably rewarded. You HAVE been good, right? Please consider adding three things to your 'resolutions' for 2018.

- visit our website at <http://7divpnr.ca/>. Click on the 'Timetable' tab to see what's happening or take a peek at some layouts;
- register for the Modellers' Meet (May 4-6) <http://railwaymodellersmeetofbc.ca/>;
- attend a local sub-division event near your home when you receive an invitation.

My own list includes (1) helping to make sure a local event actually does happen in every area of the province this year, (2) arranging a welcoming phone call to every new member, and (3) getting stuff out of my storage closet and onto a working layout. Sounds a lot like what I had planned for 2017 - but we'll keep plugging away.

Finally, my thanks to everyone who volunteered their time to the 7th Division in 2017. Dick Sutcliffe (our Publicity Coordinator) delivered a carload of archives and memorabilia to me a few days ago and I was reminded of the rich history and numerous past contributors to our organization and hobby. Many highly talented people have been a part of this group and you can be very proud of your continued membership in the NMRA. Merry Christmas everybody!

Kamloops Yard

Doug Mayer has a scan of the Kamloops yard plan from 1940. It is a 10mb PDF with very high resolution. He had it done a few years ago for a friend in Calgary and will send a copy to anyone who wants it. Email me at jamartin@jdmartin.ca and I'll forward your request to Doug.

Railpass Changes

The NMRA 'introductory' RailPass is now C\$19.99 for nine months, *including magazine*, not renewable. (It used to be \$9.99 for six months). Regular Membership remains unchanged: C\$30 per year without the magazine; C\$95 with the monthly magazine. (Magazines of similar quality are about \$8-\$9 an issue at the hobby store, so an annual NMRA membership is a good bargain. Just saying...)

More From VTEX



LEFT: Gary Sim of Sim Publishing showing his freshly inked Brooks 2-6-0 Mogul to an interested couple after demonstrating the block-cut printing technique. On the carved block he rolls the ink, places, then presses the paper, and finally peels it off to dry.

Gary's website provides a detailed look into the history and art of this dedicated artist. His vocational and personal pursuits have been highly varied and he has also been active as a researcher and writer as well as an artist. See more at: <http://sim-publishing.com/home.htm>

Photo by J. Stevenson



ABOVE: The ever-present Canadian Toy Train Association layout always grabs the attention of the young enthusiasts. Here longtime club member Kyle Miller hands over the CN freight drag's throttle, providing a little instruction and some reassuring words.



ABOVE: Dreaming. Enough said.



ABOVE: Tom Carr of the Great Northern Railway Historical Society mans the booth to promote next year's convention in Bellingham, WA from September 15-19, 2018. Many interesting activities are planned for the week, both before and after the convention and will occur in both Whatcom and Skagit Counties, as well as throughout the Lower Mainland. See the website for more info about this group: <http://www.gnrhs.org/>



ABOVE: BC Transit Museum's externally restored 1957 GMC TDH-4512, #730 originally served Victoria and Powell River and is now a mobile theatre. Surrounded by West Coast Railway Association's (WCRA) Minirail, passenger traffic was steady all weekend at VTEX.

The WCRA is a non-profit society incorporated in 1961 with the mandate to restore, preserve and maintain Canada's railway heritage. The Association has over 1,500 active members and many volunteers who are the heart of the organization.

See them at: <http://wcra.org/index.php/homepage/about-the-wcra>

All photos this page by J. Stevenson

Contacts

Editor's Note: Due to space limitations, we continue to publish our short list. If you need to refer to the complete list that includes additional appointed positions as well as all area representatives, see it at the 7DPNR.org website which is always current. If you can't access that weblink, call a member friend for assistance!

The **BULLETIN BOARD** is the official publication of the 7th Division of the Pacific Northwest Region, National Model Railroad Association, Canada. It is distributed to all members in good standing. The Bulletin Board is published bimonthly in both print and electronic versions. We strongly encourage migration to the eVersion. Please advise the Secretary of any change requests.

Deadlines for material input are: January 31, March 31, May 31, July 31, September 30 and November 30. Publication dates will normally follow two weeks later; e.g., the Nov 30 deadline results in a mail out or webmail download on or about Dec 15 and will be considered the bimonthly issue of the following two months; i.e., January/February.

Contributions of Letters, Articles, Event News, Plans, Photographs and Art are encouraged and welcomed and should be sent to the BULLETIN BOARD Editor.

ADVERTISING in the BULLETIN BOARD is accepted at the following per issue rates: Full Page = \$48.00, Half Page = \$24.00, Quarter Page = \$12.00, Business Card = \$6.00. Artwork should be supplied in the appropriate size. There may be an additional charge to complete artwork that is not camera ready. Please email your artwork to the Editor and remittance can be discussed and finalized with the Treasurer, payable to the '7th Division PNR/NMRA.'

7th DIVISION EXECUTIVE

SUPERINTENDENT (President)

John Martin 604-594-9719 (Delta)

Email: jamartin@jdmartin.ca

ASSISTANT SUPERINTENDENT (Vice President)

Dan Rowsell 250-384-2972 (Victoria)

Email: drowsell@shaw.ca

SECRETARY

Jim Guillaume 250-550-5106 (Coldstream)

Email: yxshops@hotmail.com

TREASURER

Larry Sebelley 604-858-5717 (Chilliwack)

Email: sebelley@shaw.ca

DIRECTOR AT LARGE

Ken Rutherford 250-724-4698 (Port Alberni)

Email: kj.rutherford@shaw.ca

APPOINTED POSITIONS

MEMBERSHIP COORDINATOR and WEBMASTER

Brian Clogg 604-588-2194 (Surrey)

Email: bcclogg@shaw.ca

BULLETIN BOARD EDITOR

John Stevenson 604-837-4851 (Vancouver)

Email: jstevenson@telus.net

ACHIEVEMENT PROGRAM REGIONAL COORDINATOR

Mike Chandler, MMR 604-526-5078 (New Westminster)

Email: mikado1@telus.net

MEMBER AID COORDINATOR

Mike Barone 250-367-6134 (Fruitvale)

Email: fmikebarone@gmail.com

For all other subdivision rep and appointed position contact info, please go to our website: 7DPNR.org

Editor's Note: Beginning with the 7DPNR eBulletin v.30 n.5 2016-09 edition of the BB, we added additional newsletter content beyond the postal-cost limited 10 pp mail-out print edition. That means extra pages with more pictures and links to additional reading or resources occasionally. Those receiving the print-only edition will have the BB end with this Contacts page, whereas the eVersion (available online at the 7DPNR website) may occasionally have extended content.