



Maricopa Live Steamers

STACK TALK

MARCH, 2020

The official newsletter of the Adobe Mountain Railroad in Phoenix, Arizona.
Operated by the Maricopa Live Steamers Railroad Heritage Preservation Society.



President's Page

Wow! Just two weeks from the Spring Meet and we have a green yard that some golf courses pay big money to keep, and we got it with rain and warm days for free.

Bill Pardee, Stan Ferris, Bob Rauperstrauch, Bill Cobb, Mick Janzen and Jim Zimmerman have been working on Pardee yard, getting it put back into service and staked down so that the wonderful people who pulled the track up and destroyed the picnic benches there will have a harder time vandalizing the track now.

Cliff Fought's son found two bundles of pressure treated 2x4 lumber at work that was going to be disposed of, and he asked Cliff if the club could use it. Cliff and Dave Kulman went to the yard with the trailer and picked up a full trailer of 16-foot 2x4 lumber. What was picked up should yield 7500 of the 14" ties, which should be enough for quite a long time. With wood, plastic and concrete material, we should not have to buy lumber for many years to come. We are going to get the wood cut up and made into ties to be treated and used for all of the spots where we are not using concrete or plastic. **THANK YOU** Cliff, and please tell your son **THANKS** from all of us.

I hope everyone has the opportunity to come out to the Spring Meet. There has been quite a bit of work done to make things better for our visitors, especially with the 1-inch track that Joe Fego and Rich Mock have been busting their keisters on – getting steaming bays in with air, water and, the most important thing in Arizona, SHADE. The track looks good and they are adding sidings and a yard to make it even better. **THANK YOU** guys. You have done a beautiful job there. If you know of anyone with 1-inch equipment, please spread the word. It is open and you are welcome to join the group.

Please remember to watch the board for closures of the branches that we are working on. Please do not go past a red flag, as there might be something missing, like rail ties or a bridge. We have found places where the termites have been feeding, and we must close each section while we replace the ties in a bridge or take up full track panels for replacement. Please be aware of places we will be working.

Vice President's Page



There will be ties and rail next to the track where we will be working. Right after the meet is over, we will be closing Werner for track replacement while I still have Dave Kulman here to help. He has to leave early this year, so I want to get all I can out of him before he leaves for the summer.

I have kept Cliff Fought and Pete Pennarts busy making concrete ties, and it is making a big difference. In the places where we take out the kinks by installing concrete, the track panels now weigh 500 lbs. per 20-foot track panel, which has made a big difference in the track structure. With the weight of the ties and a full ballast profile, it will keep the kinks down to only areas where we haven't worked yet. One of the things that destroys the track structure is when people walk on the roadbed and push the ballast away from the edges of the ties. This just makes it susceptible to a kink when the ballast is no longer supporting the ties. **Please!!!** Walk on the ground and not on the roadbed. If you must cross the track, step over the roadbed and rail, and place your feet squarely on the ties between the rails. That is the only place that will support your weight without disturbing the roadbed. **THANK YOU, THANK YOU, THANK YOU**, from the bottom of my heart, and back.

We just had another day of rain and the gauge at the dam said 1.02 inches of rain, so the weeds will get going good with the up and coming 80+ degree days. We had no water damage to the track, and some of the places we have been working got watered and we did not even have to get the water car out. Thank You, Mother Nature. This might have to do with the fact that we have 235 bridges on the 6 branches to let water pass without disturbing the track structure. Also, there has been many places we made berms to channel the water to a bridge to protect the ballast. We have started a program to replace wooden bridges with concrete block bridges for reduced maintenance and longevity. Wood ties on bridges have to be replaced about every 5 – 8 years, even when they are painted for protection. On the bigger bridges, we will be using plastic for tie replacement. The manufacturer of the tie material says it will be good for more than 50 years with the black UV treatment of the plastic.

I do not have anything to complain about this month, so . . . THE END. — Joe

MARCH CALENDAR

EVERY Saturday 7:00 – NOON General Work Day (VOLUNTEERS NEEDED at the SAWMILL)

Sat. 3 / 7 4:00 pm Memorial for MARY JO McCULLY



Sat/Sun 3 / 7-8 11 AM – 3 pm PUBLIC RUN Weekend (Sat and Sun / 1st & 3rd full Weekends)
Contact: SONDRA sondra.bronsard@gmail.com (SHOPKEEPERS NEEDED)
Contact: JOHN pluggie49@msn.com (ENGINEER CREWS & GATEKEEPERS NEEDED)

Sat. 3 / 14-15 10:00 AM Board Meeting
12:00 NOON General Membership Meeting
1:00 pm Holiday Lights Committee (Matt Rockwell, Dennis Beatty, Team)

Sat/Sun 3 / 21-22 11 AM – 3 pm PUBLIC RUN Weekend

*Your mom was such a lovely lady.
Memories of her will remain in our hearts forever.*

A Memorial Service is planned for Mary Jo McCully at Ford Station on Saturday, March 7 at 4:00 pm, after the Public Rides.

Mary Jo was the loving wife of Claude McCully (deceased) and the loving mother of Perry and his wife Betty Ann, all active members of the MLS.

Mary Jo was well-known during her 20-year service as one of the gift shopkeepers during Meets and Public Runs.



Pete Pennarts
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Bill Cobb Dave Griner Terry Liesegang
Members at Large

Cliff Fought
Superintendent
Construction

Hank Gallo
Superintendent
Operations

Dave Kulman
Maintenance of Way
Superintendent

Matt Rockwell
Sawmill
Superintendent

Terry Liesegang
Road Signal
Superintendent

Dakota Clemens
Tower Signal
Superintendent

Bill Pardee
Boiler Inspector

Joe Fego
1-inch Operations
Superintendent

Joe Schnyder
Safety

Jim Zimmerman
Engineer Test
Administrator

Perry McCully
Facility Administrator

John Broughman
Public Run Crew
Coordinator

John Draftz
Advertising

Donna Hohm
Membership
Committee Chairman

**Matt Rockwell
Dennis Beatty**
Holiday Lights
Committee Chairmen

**John Bergt
Timothy Freeman**
Web Masters

Ken Giordano
Stack Talk Editor

Send emails / photos to:
[MLSnewsroom
@Gmail.com](mailto:MLSnewsroom@gmail.com)

From the Desk of: Donna Hohm – Membership Committee
Subject: 2020 Membership Cards

Membership cards can be picked up in the clubhouse. Anyone wishing to have their card mailed to them, please let Donna know by email – donnahohm@yahoo.com.
Thank you – Donna

From the Desk of: Ken Giordano – Stack Talk Editor
Subject: Perry McCully's belated 30th Anniversary

Belated **BEST WISHES, Perry** on the 30th Anniversary of your membership in the Maricopa Live Steamers. Who could have known back in January of 1990, when you submitted your membership application, what a distinguished history you would have with this club. For your many years of service on the Board of Directors and the hours of labor spent building and maintaining the railroad, **THANK YOU, Perry.**

From the Desk of: John Lovely – Engineer
Subject: Mogul Steam Engine/Tender **FOR SALE**

I am sad that I must say goodbye to Jack – my little green steam engine. I need to make room in my toy box. Little Engines Mogul – engine and tender only. Propane fired, copper boiler, many Superscale parts.

Talk to me at the Spring Meet or email JMLProd@aol.com.
John Lovely (c) 928-637-5127 (h) 928-774-7589.
\$12,000

photo Jack@MLS2014-2

From the Desk of: John Lovely – Operations Meet Staff
Subject: Thread Charts

At the January Operations Meet, I got to talking to a fellow steamer about model taper pipe threads. He said he didn't have the sizes for tap drills and I promised to send my data to him. Unfortunately, I don't remember his name – a favorite habit of mine. I gave him my card and told him to email me, the only way I can remember names. But, instead, he wrote his name and address on the back and gave it back to me, and now I have lost his address. So, I thought I would have the Excel workbook published in the newsletter. Hopefully that gentleman will see this article. I am sure others might also find the data helpful. I would appreciate a return email from the gentleman when the chart has reached its intended destination. Thank you, sorry for the delay.

Download the charts here:
[ScrewSizes-PipeThreads.xlsx](#)

John Lovely, Flagstaff, AZ
928-774-7589 (talk to the machine)

*This is a Google Drive Link,
accessible by anyone via the link.*

jmlprod@aol.com

Please pass it on, just cut-n-paste this address into your browser:
<https://drive.google.com/file/d/15cwyOtKvQ4d51vAifXoVFDnqJ9oufD9U/view>



MEMBER CONTRIBUTIONS!



Feb. 2020 – Joe Schnyder presented the plaque that will be sent to Bob Alkire in appreciation of his many years working at the Sawmill on railroad ties and track panels. We all miss Bob’s smiling face around the Park and wish him the best in health at his home in Missouri. **THANK YOU**, Bob, from all of your friends.



photo by Donna Hohm

Aug. 2019 – The Boy Scouts gave us permission to hang this sign on the sawmill in honor of Bob Alkire. **photo by Perry McCully**



YUMA TERRITORY LIVE STEAMERS



By [Ericka Conant](#)
February 24, 2020 5:29 pm

CLICK HERE:
https://kyma.com/news/kyma-com-category-news-yuma-county/2020/02/24/yuma-live-steamers-give-riders-a-taste-of-the-old-west/?fbclid=IwAR3aJ717jvHHIVZ-_ofiwVHN6aA7KluPcTWA0IG0_tmwPjcpUI0L4n2z9sQ

YUMA, Ariz. (KYMA, KECY) – Every second and fourth weekend of the month through May, the Yuma Territory Live Steamers put together public train rides on their miniature trains. The mini-trains travel through a scaled-down version of the Desert Southwest, complete with canyons, bridges, tunnels, wild west scenery, and trademark spots surrounding Yuma.

Families bring their kids to enjoy the over ten-minute train ride, and to enjoy the views of the track at Riverside Park.

"People so enjoy the train rides. We, as club members, really have fun building the track and the equipment, installing it here at Riverside park," said Chuck Finnila, the Yuma Territory Live Steamers Vice President.

"And of course we really, really, really have fun when the people come for train rides, like today. This railroad truly represents the heart of Yuma."

It truly is a hidden gem within Yuma, and members say they plan for the track to keep growing.

(continued next page)

Member Contributions (cont'd)

Sun Lakes Resident Trades Airplanes for Railroading

February 1, 2020 – Gary Vacin

For years, he flew huge jet aircraft, carrying hundreds of passengers or thousands of pounds of cargo to airports around the world, with the largest load being 825,000 pounds. Today, he drives 1/8 scale locomotives carrying up to 30 passengers around a two-mile course at the Maricopa Live Steamers Railroad Club in Deer Valley.

Sun Lakes resident **Jim Theobald** misses his days in the air, but he's more than content spending hours at the controls of his locomotive. He especially enjoys the club's Christmas Lights Run, featuring more than one million lights on Fridays and Saturdays between Thanksgiving and Dec. 30.

Theobald logged more than 30,000 hours flying for Flying Tigers Airlines and Federal Express. The longest tenured member of the Sun Lakes Aero Club (SLAC), he has owned several smaller aircraft. But a medical condition ended his flying career in 2014.

From the Desk of: Ken Giordano – Stack Talk Editor

Subject: Getting Your Stories/Photos into the Stack Talk

As related to me by Hank, "It is so nice to see folks share their experiences, with just my simple 'why don't you share that' comment. Jim gave me his copy to scan for the Stack Talk, while commenting 'I just didn't know how to do it.' Maybe you can suggest that, if folks have a story to share, we can help them. They just have to bring the info to a meeting and we'll work on it after the meeting." Thank you, Hank, for alerting me to the problem. Anyone with stories or photos that would be of interest to the membership, please send them to me in an email. Just tell me in your own words, include a link to a website, or attach a text document like Word or PDF. Even photos taken with your phone can be emailed directly to me with your phone. I can correct your spelling and grammar, and make your photos beautiful. I make magic with very little effort on your part. Just ask Hank, Mick, Donna, Joe, Dave or Perry how easy it is. Please don't be afraid to talk to me.

MLSnewsroom@Gmail.com

Sun Lakes Splash



"I fought with the FAA for several years trying to get my medical back, but finally gave up," he said. Today, he commutes via motorcycle to the Live Steamers railroad in Deer Valley every Sunday to enjoy his railroad hobby.

Fifty years of accident-free flying earned him an FAA Wright Brothers Master Pilot Award, presented at an SLAC gathering in 2014.

Theobald started flying during his junior year in high school in Chicago. He soloed in a J-3 Cub, and obtained his licenses in proper sequence. He then taught aviation and ground school for eight years before a two-year stint in the Navy as a navigator on the aircraft carrier USS Midway.

His commercial experience started with the Flying Tigers, and about 20 years later, Federal Express merged with the Tigers, giving him 34 years of commercial flying. His favorite aircraft is the Boeing 747, flying as captain for 18 years across both the Pacific and Atlantic.

Theobald says his closest calls were: (1) making a zero-zero weather landing in London. "We couldn't see anything until the 747 came to a stop on the runway," he said; and (2) landing an airliner in the eye of a hurricane in Guam. "It was a six-hour flight from Sydney, Australia. A hurricane had hit the area, but there was a big, round hole in the weather right over the airport. The hurricane hit five minutes after we landed. That's an experience I'll never forget," he said.

He retired from Federal Express in 1998 as captain on a DC-10, then moved to Sun Lakes. With his thousands of hours in jetliners behind him, he turned to general aviation, joining the Sun Lakes Aero Club in 2000. He owned several airplanes, including a Cessna 414, Cessna 210, two Piper Cherokees, a Piper Arrow, and a Piper Comanche, which he flew to several Aero Club fly-ins to various spots around the Southwest. But he says the Boeing 747 was the most fun to fly.

TRACKING TRACKSIDE PROGRESS 2020



(above) Here is Cliff Fought’s trailer with 16-foot long pressure treated 2x4 lumber that Cliff’s son found at a job site. After calling Cliff to ask if the club could use it, Cliff and Dave Kulman went to the yard where it was stored and picked up the load. By our figures, we should get 7500 ties out of this trailer-load of lumber that was donated to the club.

TIES

stories and photos by Joe Schnyder

(right) We have the load of plastic tie material on the property now, and will be setting up to cut switch ties as soon as we get the new switch fixtures set up for the plastic ties. Tie spacing will be different with plastic, to make the material go farther and get more done for our dollar. Larry Kirchner’s truck arrived February 18th with the material and Pete had him unloaded in about an hour. Then the truck was on its way back to Maryland. **THANK YOU** Larry.

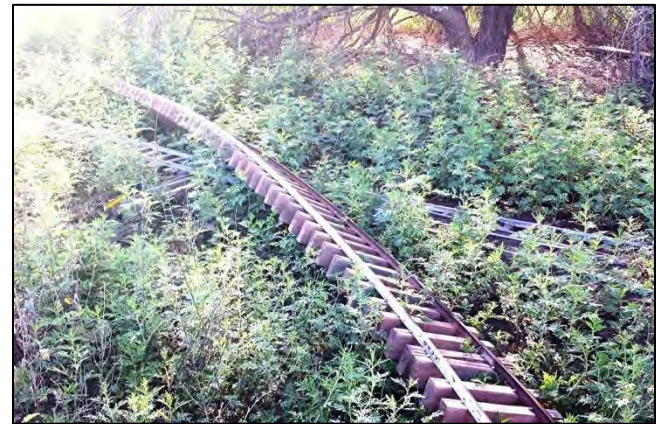


The Resurrection of Pardee Point

story and photos by Mick Janzen

Part I

In September of 2014, Pardee Point was washed out by a one-hundred-year flood. The tracks going in were twisted and torn up, so much so that it was abandoned in favor of repairing the mainline.



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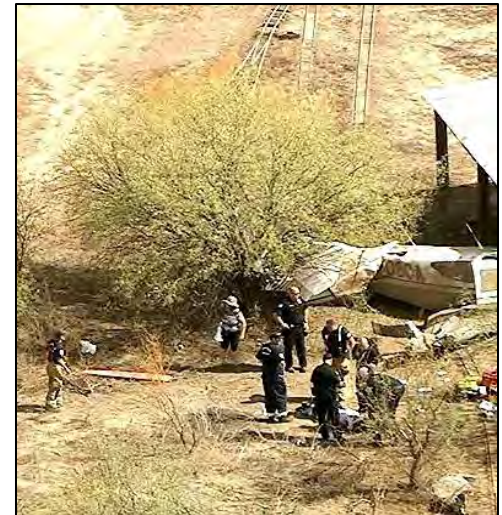
Pardee Point (cont'd)

TRACKING TRACKSIDE PROGRESS 2020

Part II

photos on this page by Hank Gallo and Mick Janzen

The tracks and structure were further damaged in October of 2016 by a plane crash and the subsequent removal of the plane.



Ed. Out-of-towners may not have heard about this crash before. In October of 2016, the Editor Jim Ashcraft had just entered the hospital and did not publish a November 2016 issue. After Sandy Rauperstrauch took over for Jim, her first issue was in December. Therefore, the plane crash and the 2016 Fall Meet were never covered in the Stack Talk.

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Pardee Point (cont'd)

TRACKING TRACKSIDE PROGRESS 2020

Part III

Pardee Point, the once popular picnic spot and remote switching yard, was no more than a memory, having disappeared under years of dirt and weeds.



Part IV

On February 15th, 2020, Bill Pardee put together a crew and headed out to begin the Resurrection of Pardee Point. The first task was to find out how much track was still on the ground under the weeds. Bill Pardee and Bill Cobb began cutting down the weeds. It was like a treasure hunt. Intact track and broken panels emerged.



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Pardee Point (cont'd)

TRACKING TRACKSIDE PROGRESS 2020

Part V

Bob Rauperstrauch and Jim Zimmerman got to work cleaning out, repairing and leveling the switch coming off the mainline. Parts of the track are buried under piles of dirt and weeds. Mick Janzen works to shovel out the main track. The exposed track looks good.



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Pardee Point (cont'd)

TRACKING TRACKSIDE PROGRESS 2020

Part VI

New track panels are moved into place where the track had been washed away or are too badly damaged. Bill Pardee, Bob Rauperstrauch and Jim Zimmerman attach them to the newly repaired switch. The new panels are lined up with the existing track. Bill Pardee places new ties and screws it all together.



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Pardee Point (cont'd)

TRACKING TRACKSIDE PROGRESS 2020

Part VII

The main track from the switch to the picnic pavilion is now complete, except for the ballast. Bob Rauperstrauch and Jim Zimmerman began excavating the yard tracks. The work is done for today. A new switch is placed and the shape of the yard is becoming apparent.

To Be Continued?



STEAM LOCOMOTIVES BOILERS

STEAM DOMES and THROTTLES

by Dave Griner



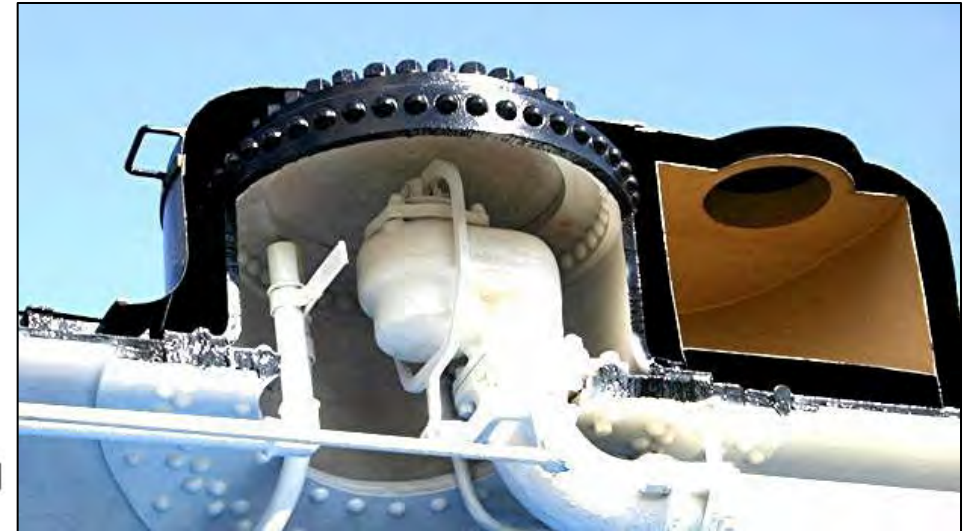
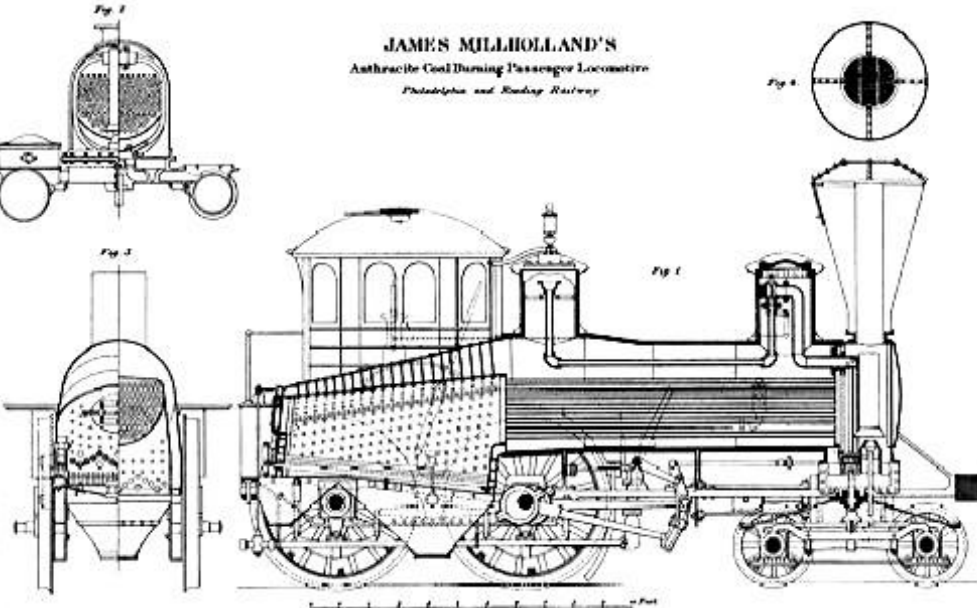
Hello, there. Another month bites the dust.
We're going to look at the final piece of the boiler structure, the steam dome.

Studying the drawing (right), it will be noted that there is a "chamber" attached to the top of the barrel. This provides the highest point to gather the driest steam to send to the cylinders. "Dry" steam is that which has the least amount of entrained water after being liberated from the heated water. The best way of accomplishing this is to draw the steam from the highest point of the boiler above the surface of the water. It is from here the throttle valve sends it to the cylinders.



In the very early years, it was common to provide two domes to accomplish the task, as can be seen in the drawing (below). As a side note, this locomotive had a round cab, which was very distinctive and seldom repeated.

Below we have a sectioned boiler that quite clearly shows the set up. The box directly in front of the dome is part of the dome casing, providing storage for sand (having nothing to do with steam distribution).

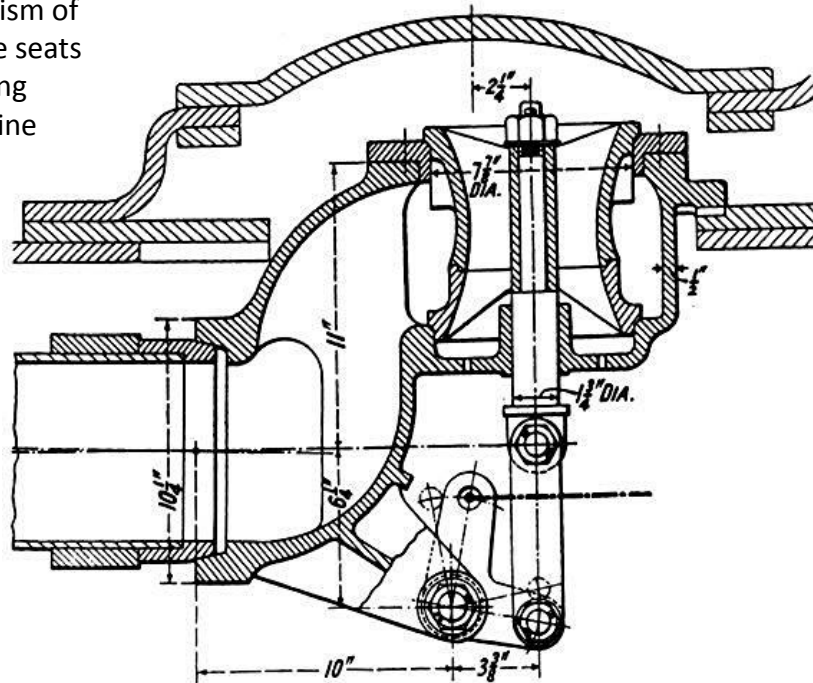
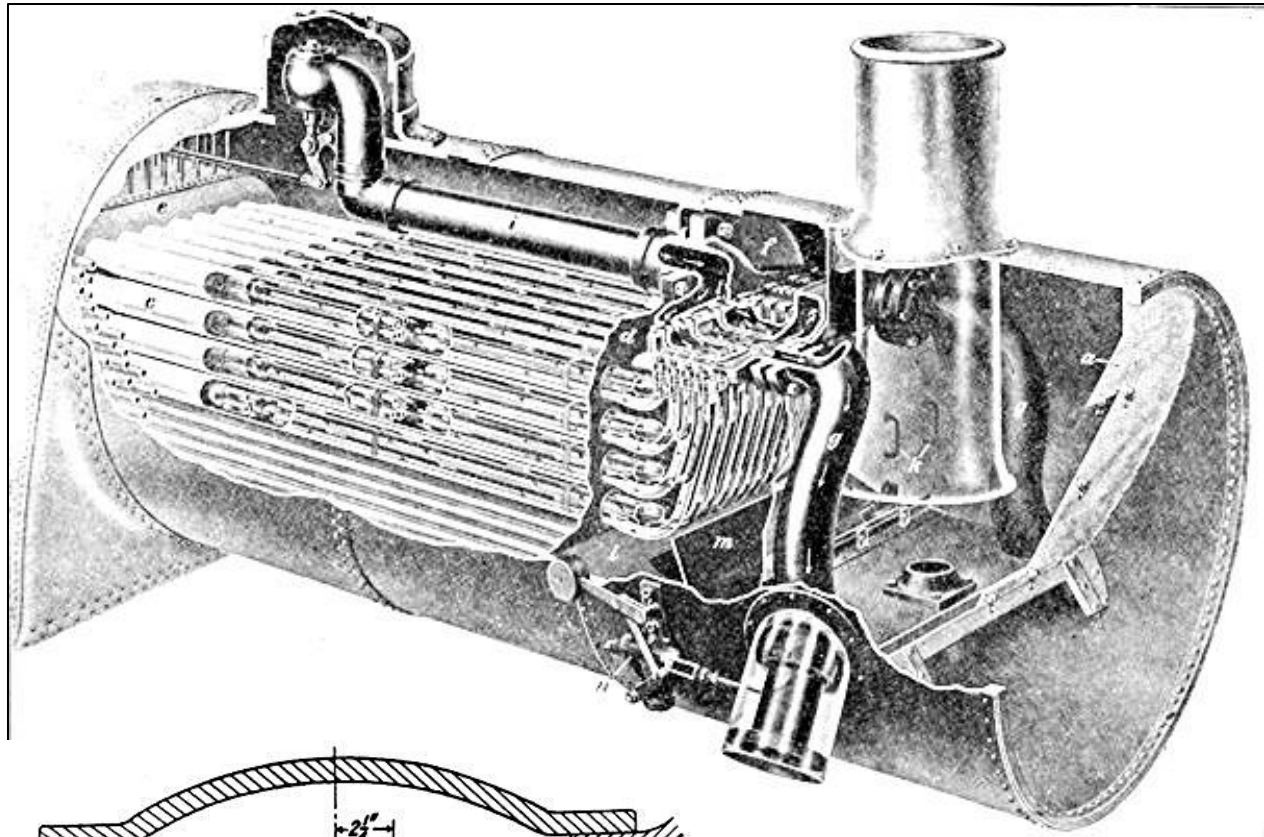


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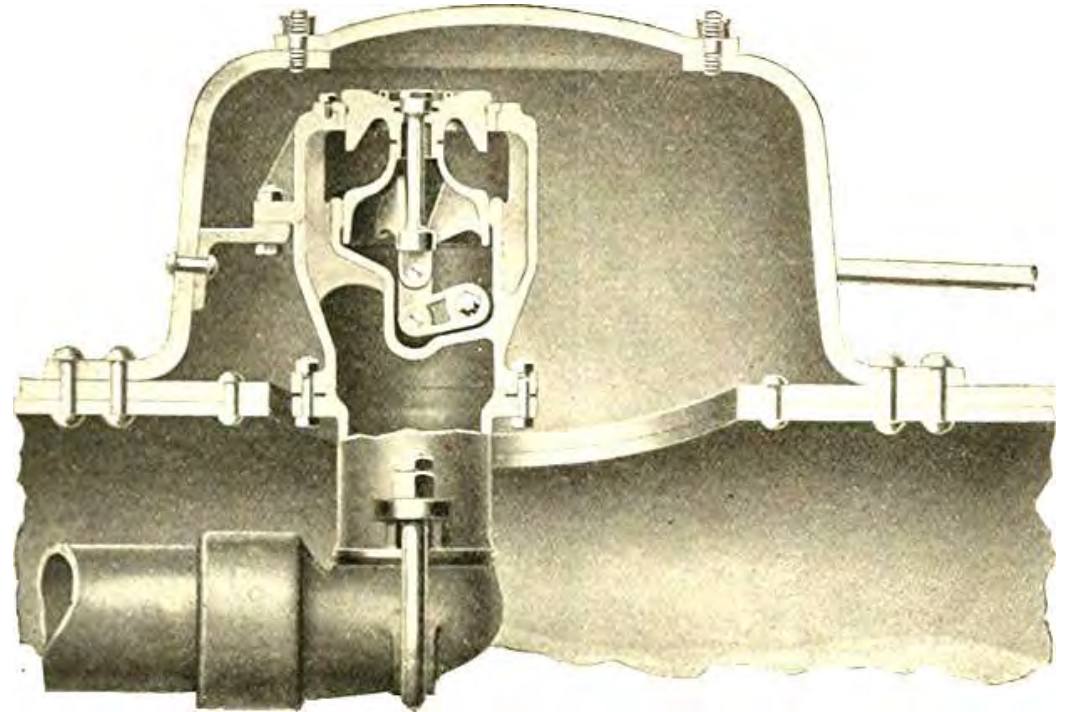
STEAM DOMES (cont'd)

This drawing (*top*) shows the complete path including a Schmidt (Elesco type A) superheater.

Many locomotives use the double seat valve, as shown (*bottom*). The reason for this design is to provide balance to the valve so it operates freely. Notice the top diameter is slightly larger than the lower, hence on opening there is only a small bit of effort trying to push it closed. One of the drawbacks to this type of valve is trying to make and keep it steam tight. A bit of thought leads one to realize it is quite difficult to get the two seats **EXACTLY** to bear at the same time considering expansion. The mechanism of getting the valve tight involves lapping the seats to the valve with different grades of lapping compound, working from coarse to very fine and then relieving the upper seat ever so slightly, a tricky event that can take a long time to get where it needs to be. Many pictures of standing locomotives show steam drifting from the cylinder cocks, evidence of a leaking throttle valve. Even when ground properly, they do not last since the flow of steam will cut the seat, evidenced by a very fine black line across the seat after the first grind. Altogether, a very labor intensive piece of work.



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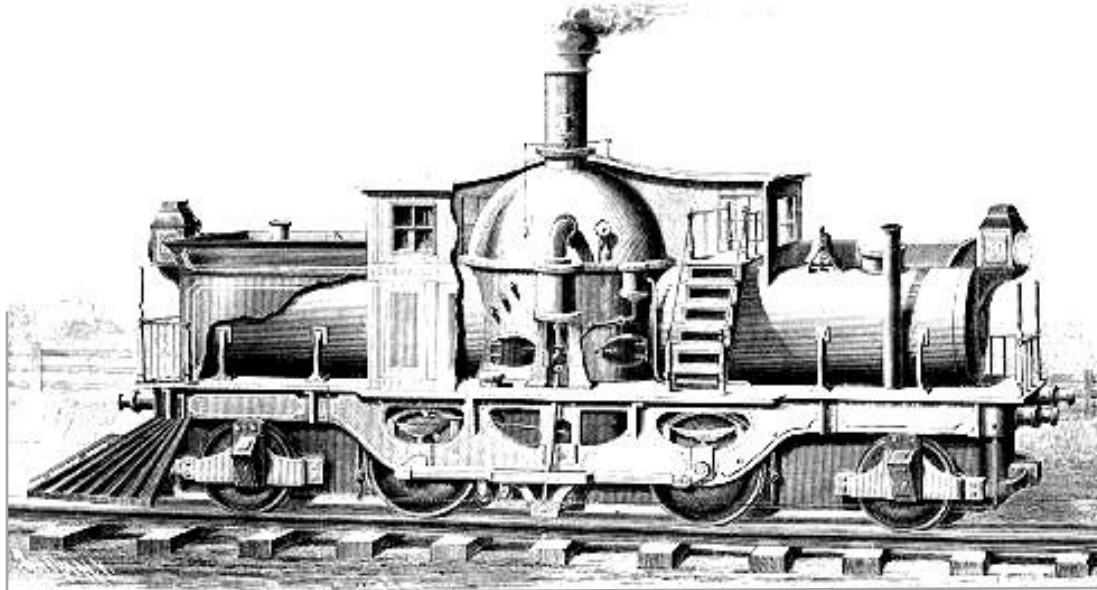
STEAM DOMES (cont'd)

An improvement on this problem is noted (*right*) in the form of the “Chambers” throttle valve. It uses only **ONE** seat and a piston with rings, however, the balancing is provided by the centered pilot valve that allows steam to bear on the underside of the piston, thereby creating a balanced situation.

We'll stop here for now and pick it up again next time.

As an aside, here's an answer to the “Green” question . . . a steam electric locomotive, circa 1880 . . . they were on it even then!!!

Take care,
Dave



THE RAUE CENTRAL POWER LOCOMOTIVE

HAPPENINGS PAST!

MLS Weekend Public Rides

Saturday, February 1, 2020

The first train crew to leave was Joe Kalisak (E) and Trish Kalisak (C). Their train was headed for the museum with 21 passengers. The next train to leave was crewed by Marty Simmon (E) and Bill Mellors (C) on a Bobberg run. We finished the day with 7 runs and a total of 123 passengers. The gift shop was run by Sandra Grundy and the gates for the briefings were operated by Diana Stuart.

Until next time, Happy Rails. **Stationmaster Jerry Grundy**

MLS Weekend Public Rides

Sunday, February 2, 2020

The day started out with Mickey Janzen (E) and Jim Zimmerman (C) crewing the first trip to the museum. Their other trips also. The next train out was Marty Simmon (E) and both Jim Theobald (C) and Chuck Larom (C) taking turns for Marty. We had a total of 10 runs with a total of 138 passengers. Donna Hohm opened the gates to the briefing area and then to the trains. Hank set the switches so I could control them from the dispatch desk. Sandra Grundy worked the Gift shop. Happy Rails.

Stationmaster Jerry Grundy

MLS Weekend Public Rides

Saturday, February 15, 2020

Well, another nice day. I have 2 train crews. The first trip out was Joe Kalisak (E) and Trish Kalisak (C). They ran all day to the museum for a total of 5 trips and a total of 92 passengers. There was one other trip and crewed by John Draftz (E) and Hank Gallo (C) with 24 passengers. Hank made sure the signal lights and switches were working properly. John Draftz put out the signs and, after the runs were over, he went and returned them. Sandra Grundy operated the gift shop. John also helped with the gates. Until next time, Happy Rails.

Stationmaster, Jerry Grundy.

MLS Weekend Public Rides

Sunday, February 16, 2020

We started out with Mickey Janzen (E) and Jim Zimmerman (C) crewing their first trip to the museum with 14 riders. They ran a total of 5 trips with 95 riders. Jim Theobald (E) and Chuck Larom (C) had a total of 4 trips with 52 riders. There was no one to put out the signs, so I did. That will be the last time, as I hurt my shoulder more. Sandra Grundy ran the gift shop.

I WOULD LIKE TO THANK THE MLS BOARD OF DIRECTORS FOR CHANGING THE DAY AND TIME OF THEIR MONTHLY MEETING.

Until next time, Happy Rails. **Stationmaster Jerry Grundy**



HAPPENING NOW!

MLS Spring Meet 2020

Work Week -- March 9th thru 15th

Meet Week -- March 16th thru 22nd

You are invited to participate in the Spring Meet, which will be held March 9th – 22nd, 2020, at Maricopa Live Steamers in Phoenix, AZ. This is an open invitation meet, but everyone attending must pre-register regardless of their participation.

A continental breakfast of coffee and donuts will be available on Wednesday, Thursday, Friday and Saturday at the nominal cost of \$2.00 per person cash only.

If you are bringing your spouse, girlfriend, children, etc., they must also be pre-registered, even if they DO NOT plan to participate. **During the week of the Meet only**, the following meals will be provided.

Lunches will be available Wednesday, Thursday, Friday and Saturday at the nominal cost of \$7.00 per person cash only.

Dinner on Friday will be potluck. If you choose **not** to bring a dish for the potluck, there will be a \$10 charge per person, which must be **prepaid** with your Registration Form.

Please note, you must pre-register and pay for the PotLuck Dinner by March 9.

Please use the registration form at the end of this newsletter.

Please RSVP as soon as possible with a check or money order.

We look forward to seeing you in March.

PLEASE NOTE the SCHEDULE CHANGE
Mini-Operations Orientation Meeting

has been changed to **Tues. or Wed. at 8am**

SEE HIGHLIGHTED TEXT on next page.

We use FRS radios with assigned channels from 3-10 with privacy code 10. Exact channel assignment will be listed in the operation time table. You will also want to bring a flashlight, warm clothing, rain gear (it does rain in Phoenix occasionally) and anything else you think you may need.

Upon arrival to MLS, please check in at Ford Station to pick up your information packet.

Track plan information can be found on the MLS website, as well as a map to MLS. RV parking and dry camping is available March 9th through March 22nd.

Maricopa Live Steamers is one of Phoenix's natural county parks. There are coyotes, rattlers and other critters living here. We ask that you not bring pets for safety's sake. If you do so, your pet **must** be on a leash at **ALL** times. This rule is a county park rule. If the county sees disregard of the rules, they will tell us to pick up our track and go home. We don't want that to happen, do we? For more information, visit www.maricopalivesteamers.com.

Any questions please contact Belinda Kulman at bkulman09@gmail.com

or Donna Hohm at donnahohm@yahoo.com.

Thank you.



**Maricopa Live Steamers
2020 Spring Meet
Registration Form**

Monday March 16th – Sunday March 22nd

Work week begins Monday March 9th – Sunday March 15th

Pre-register by March 9th

Name as you want it to appear on your name tag: _____

Additional family members: _____

Address: _____

Cell number: _____

Email address: _____

MLS has opened 1500 ft of 4^{3/4}" gauge track. Please check here if you will be bringing any 4^{3/4}" equipment.

*All steam engines must have a current boiler inspection and solid fuel engines must have spark arrestors.

*All steam engines under fire must NOT be left unattended.

*All train operators MUST attend ONE safety briefing. Briefings are held Tuesday through Saturday, 8am or 1pm.

ALL COUNTY RULES ARE IN EFFECT

RV's are permitted March 9th to March 22nd - dry camping only - no water, no electric, no sewer.

No discharge of any water on the ground.

No ground level campfires.

ALL DOGS MUST BE LEASHED.

Participants in the Mini-Operations Switching Session

Orientation Meeting: Tuesday, March 17th, or Wednesday, March 18th, at 8am

Switching: Tuesday, March 17th, and Wednesday, March 18th, between 9am and 5pm.

Pot Luck Dinner will be Friday, March 20th, at 5:30pm

* I will participate in the pot luck dinner: Yes: No:

Item	# of people		Cost		Total
Pot luck Bring a food item or pay \$10.00		X	\$10.00	=	\$ or food item
Registration Administration fee Non-refundable		X	\$5.00	=	\$
Each additional family member Non-refundable administrative fee		X	\$2.00	=	\$
Total enclosed with RSVP					\$

No dinner meals will be available except for the Friday pot luck.

Continental breakfast served Tuesday through Saturday 17th - 21st from 7:30 - 10am at a cost of \$2.00 / person

Lunches will be served Wednesday through Saturday 18th - 21st from 11:30 - 1pm at a cost of \$7.00 / person

Cash only at the door for breakfast and lunch.

Please mail this form along with a check or money order payable to Maricopa Live Steamers to:

Donna Hohm
10705 North 109th Way
Scottsdale AZ, 85259

Any questions contact:
Belinda Kulman: bkulman09@gmail.com
Donna Hohm: donnahohm@yahoo.com