



# Maricopa Live Steamers

## STACK TALK

December, 2021

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



### President's Page



The board and I wish you all a very Merry Christmas. This year is coming to an end way too fast. As you can see, Joe Schnyder and his crew of track layers have been very busy this past month. They deserve a big hand for all of the work they have done.

**THANK YOU.**

We had two people wind up in the hospital with covid. One of them did not make it. Jerry Oyler passed away on Nov. 20. He was a long time member of this club until he took over Sahuaro Central museum and the contract with the county parks department. He was 74 and a very active volunteer of SC. Cliff Fought is now in charge of SC.

I put out a blast for help to show 60 preschool kids what the Polar Express is all about. I got a great response from the local membership. **THANK YOU** for coming out to help on Dec. 15 from 10 am until about 1 pm. Santa Claus is showing up.

Terry Liesegang is making great progress repairing all of the electronic boards that were damaged with one lighting strike back in the summer. If it wasn't for all of the donations that came in, we would still be without signals at this time.

**THANK YOU** all for your donations. The signals should be up and running before the Operational Meet. **THANK YOU ALL** and **THANK YOU** Terry.

If you wish to be removed from this email distribution list, please "REPLY" to this email with a request to "UNSUBSCRIBE."  
Please, DO NOT tag this email as JUNK.

Donations are coming in with dues and that has been a great help keeping the cement ties program going and going.

Dave Kulman has been out with the tractor scraping the weeds away from the track. The main line track on West Werner still needs to be cleaned up by hand because the tractor can't get in there to scrape. I would like West Werner cleaned up by the Operational Meet in January. **PLEASE . . . THANK YOU.**

You know the dates for the Operational Meet. Jan. 12 at 6 pm is an Operational Meet meeting and then play trains until the Jan.16 when it's time to get all the cars back in the yard. Oh, what fun!!! Then it's Spring Meet on March 17,18,19,and 20. More fun!!!

Dues are due at the end of Dec. You know you can use Pay Pal or we will take checks. Just mail it to 22822 N. 43 AV Glendale AZ 85310. If you buy at Fry's food and Amazon Smile, we get a donation. Everything counts and adds up.

Not much changed on the election. I'm still president again, **THANK YOU ALL.** Terry Liesegang is Treasurer and Bob Douglas is member at large. The rest of the folks are the same as last year.

I still need a Stack Talk editor. Joe Schnyder thought it might be a good idea to do the newsletter every 2 or 3 months. If you have any thoughts on that, send me an email. A yes or no should do it. Yes means Stack Talk every 2 or 3 months, and specify if you prefer we do two months OR three months.

In the club house on the floor by the first shelves of books there are two boxes of CDs called "A Treasury of American Railroad Songs and Ballads volume 2 and 3." Please help yourself to a set of CDs.

On Dec. 11, board meeting at 11 am and NO membership meeting. Safety first. **Merry Christmas** — **Perry**

Sahuaro Central and MLS members,

Sadly, we must report the passing of museum curator and Sahuaro Central Board member, **Jerry Oyler**. Jerry died of Covid on Saturday afternoon November 20, 2021. At this time, we have no details about a memorial service. As we have more to report, we will pass it on.

Don Bauer, Editor  
Sahuaro Central Newsletter



**From the Desk of:** Mick Janzen, Secretary  
**Subject:** Minutes General Meeting 11-13-21

**New Business:**

- Charlotte Hughes reports that the registration form for the Ops Meet is on the website. It is a form-fill document that can be completed and printed. Forms can be given to Jim Zimmerman.
- Perry states that Charlotte has done a fantastic job of getting the website up to date. Thank you.
- Pete Pennarts states that he and Hank Gallo are going to put up the mega-tree and light up his container during the 3 weekends in December when AMRS has their event. There is no expense to the club and **there will be no train rides**.
- If anyone wants to take over as Stack Talk Editor, there is an open position. Training included.
- Jerry Grundy reports that there were 46 riders the first week of Sunday public runs, 73 riders the second week, and 65 riders the third week. Thank you to the train crews, Jerry (Stationmaster) and Sandy Grundy (Gift Shopkeeper).
- We are going to put in an order for t-shirts. If you want a shirt, send a text or email to Jerry Grundy 623-628-5523 [train3943@gmail.com](mailto:train3943@gmail.com). Please include size, color, and if a polo or t-shirt.
- John Draftz suggests that we do anything we can to generate goodwill with the public, such as inviting schools or other groups for special events.
- The results of the 2021 election:
 

President:	Perry McCully
Vice-President:	Joe Schnyder
Secretary:	Mick Janzen
Treasurer:	Terry Liesegang
Members at Large:	Bob Douglas, Mike Grant, Charlotte Hughes

Thank you to Bob Douglas for many years of service.  
Bob states the he just celebrated his 60th wedding anniversary.

**MERRY CHRISTMAS HAPPY NEW YEAR**

**Perry McCully**  
President

**Joe Schnyder**  
Vice President

**Mick Janzen**  
Secretary

**Bob Douglas**  
Treasurer

**Bill Cobb Mike Grant Tom Harrington**  
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

**Pete Pennarts**  
Facility Administrator

**John Broughman**  
Public Run Crew  
Coordinator

**John Draftz**  
Advertising

**Donna Hohm**  
Membership  
Committee Chairman

**Matt Rockwell**  
Holiday Lights  
Committee

**John Bergt  
Timothy Freeman**  
Web Masters

**Ken Giordano**  
Stack Talk Editor

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



CALENDAR

- Sat. Dec. 11 11 AM Board of Directors Meeting
- Sat. Dec. 11 ----- NO General Membership Meeting
- Wed. Dec. 15 10 AM preschool Polar Express group experience



Sat. Dec. 25 MERRY CHRISTMAS



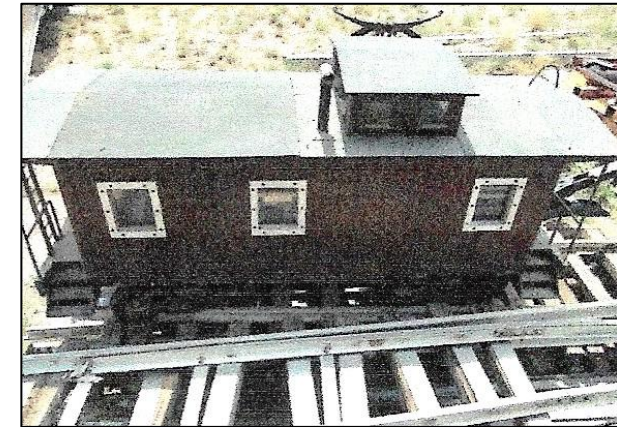


## FOR SALE

7 1/2" gauge American General live steam locomotive, with coal tender, coal car, flat car, caboose; approx. 800 feet of track and 1600 railroad ties; 2 working stands; loading stand; coal; some accessories; \$7,500.00.

**Call Gary Hays @ 928-771-9640**

Located in Chino Valley, AZ





# MEMBER CONTRIBUTIONS!

## Sunday Public Rides

story by Hank Gallo photo by Donna Hohm

**We need to start asking for Sunday run volunteers again.**

We could use a relief crew (Engineer and Conductor) as well as Gift Shopkeeper and Stationmaster backups. Sandy Grundy is out for a few weeks with a twisted ankle. Joe and Trish Kalisak are helping with track work and need to rest on Sundays.

**PLEASE HELP IF YOU CAN. THANK YOU FOR YOUR SERVICE.**

I am starting to put the Megatree together, hoping to light it on Friday and Saturday nights 5:30-8:30pm for the first 3 weekends in December, during the hours that AMRS is open. **No train rides.** Pete has decorated the church in the Tower Lot so that folks can watch the tree perform. Now if we can get it wired up this week. Santa will try to make an appearance, too.

Donna took a photo today. She keeps warning me not to pick up hitchhikers. What? They seemed so well behaved . . .



## Dave Griner Day

story and photos by Tom Harrington

On Thursday, Nov 19, a small group of us gathered at the track with our friend Dave, who has not gotten his locomotive out and fired it up for some time, a long time. We all visited and chatted about everything under the sun, but the thrill was to see Dave's loco under fire again. Pizza was had for lunch just prior to taking the loco off the steaming bay and stretching its legs in the yard.

A great time was had by all. That is not a Chloe, by the way, although it looks like one. He built it and it runs like a top.



## QUESTION FOR THE READERS



**From:** MLS Newsroom <[mlsnewsroom@gmail.com](mailto:mlsnewsroom@gmail.com)>  
**To:** dgriner <[dgriner@arizonamechanicalengineering.com](mailto:dgriner@arizonamechanicalengineering.com)>  
**Subject:** MLS: Question for you

Hi Dave,

I was just thinking about your Boiler articles. Would you like me to put a survey into the Dec. Stack Talk asking how much interest there is in continuing the articles? I don't know how many members are actually using the articles to build their own steam engine, but if there is no interest in using the data for construction or repair purposes, then maybe we shouldn't waste our time trying to keep it alive.

That's why I asked last month how many more chapters you were expecting to do before the Boiler is completed. I really enjoyed learning about the different types of coal and riveting, and how the boiler is piped and reinforced, etc. But it may not be worth the effort for its entertainment value alone anymore. A survey would tell us that. What do you think?  
Ken

On Sat, Nov 20, 2021 at 9:55 AM dgriner <[dgriner@arizonamechanicalengineering.com](mailto:dgriner@arizonamechanicalengineering.com)> wrote:

Sounds like a good idea.....  
Thank you for your insights.....!!

Take care,  
Dave

So now it's up to you, the readers. **How do you feel about continuing or not continuing the Boiler articles?**  
Please feel free to send an email with your thoughts and feelings about it to [MLSnewsroom@Gmail.com](mailto:MLSnewsroom@Gmail.com)  
Please tell Dave how much you have enjoyed his articles and how they may have helped you with your loco.  
Also let Dave know if there are any problem areas you still need discussed before the articles are shut down.  
All of your emails will be forwarded to Dave. Thank you for your interest in Dave's expertise all these years!



## DAVE GRINER's first Boiler article

reprinted from Stack Talk April, 2013



Hello,

Having concluded the discussion regarding wheel practices, Mr. Ashcraft was asked if he wanted any more articles. He answered in the affirmative. Then with some polling of the members (asking at Sat. lunch!), it was suggested by Mr. Snyder that some words concerning the basics of steam locomotives might be in order. So-----here goes!!

Where to start was the big question. It seems rather appropriate to start at the beginning (heavy duty—huh?). There are four fundamental types of ferrous (iron based) materials used in steam locomotives, those being cast iron, cast steel, wrought iron, and wrought steel. The term “wrought” was used to make the distinction between castings and those products formed by rolling. All of these come in various forms and alloys, but none the less, in these four basic groups.

Today the discussion is going to focus on wrought iron. There seems to be some confusion (from an historical perspective) as to how it was made and used. For the sake of accuracy we are going to plagiarize the information on how it is made from “Iron and Steel” by Erik Oberg, 1920.

*(continued next page)*



### WROUGHT IRON AND ITS MANUFACTURE

IRON articles were, at one time, made by smelting the ore in an open hearth and hammering the pasty mass until most of the cinders and impurities were worked out. The metal was then beaten into the desired shape. The metal obtained in this way was wrought iron, and the quality of the metal in the articles produced by this method was excellent. The development of blast and cupola furnaces, however, made available the use of large quantities of molten iron, so that the more easily manufactured iron castings soon displaced the hammered metal for many purposes. Later, the development of the steel industry still more restricted the use of wrought iron. Nevertheless, a large field remains where its resistance to continued stress and the ease with which it can be welded renders it valuable. Where reliability is of prime importance, no material anywhere near within its price is superior to it. At present, wrought iron is used for spikes, nails, bars, nuts, wire, chain, crane hooks, horseshoes, sheets, plates, staybolts, piping, third rails, armatures, electromagnets, and in the manufacture of crucible steel. Years ago, marine engine shafting was invariably made from wrought iron. The firm of Blair of Stockton-on-Tees, one of the earliest makers of marine engines and one of the most conservative firms at the present time, still makes (or, at least, until very recently made) its shafting from this material. Two leading British makers of steam fire engines still use wrought-iron plates for their boilers. These boilers are capable of being subjected to very heavy duty in spite of their small size. In British locomotive practice, wrought-iron rivets are still used for the boilers.

*(continued next page)*



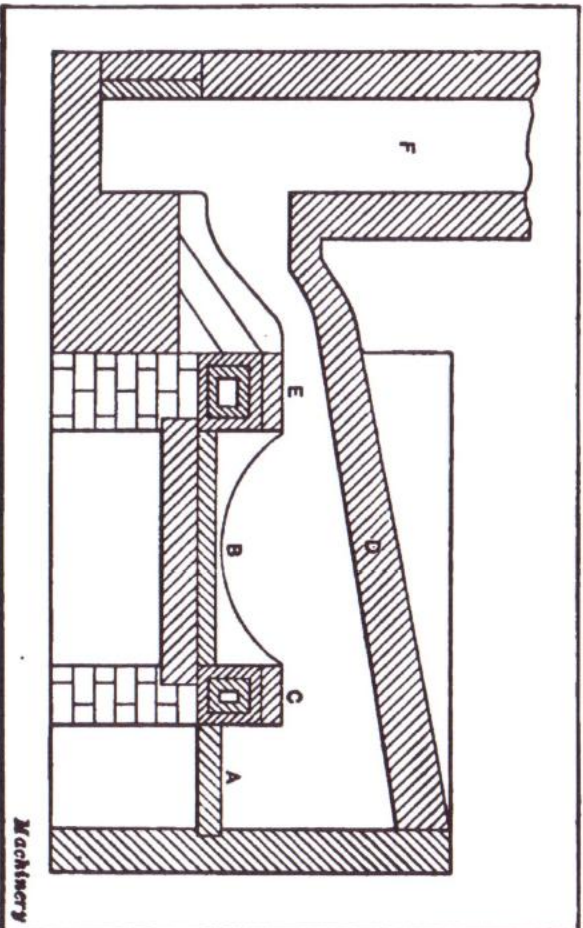
withstanding shocks and vibrations, in which regard it is much superior to steel. Sometimes the molten blast-furnace metal is charged directly into the puddling furnace, but, as a rule, pig iron is used as the raw material for wrought iron. The pig iron from which wrought iron is made generally contains from 3 to 5 per cent of carbon. As the carbon in wrought iron ordinarily does not exceed 0.25 per cent and generally is much lower than this, the excess of carbon must be removed during the puddling process.

**Making Common Wrought Iron from Pig Iron.** — The pig iron which is the raw material for making wrought iron is melted in a so-called "puddling" furnace where most of the silicon, carbon, phosphorus, and other impurities contained in the pig iron are separated from it, forming the puddle cinder. One type of puddling furnace is shown diagrammatically in the sectional and plan view in the accompanying illustration. The fuel is placed on the grate bars at *A* and the metal on the hearth at *B*. The hot gases of combustion pass over the bridge wall *C* and are deflected against the metal by the sloping roof *D*; then, passing over the rear bridge wall *E*, they go up the chimney *F*. Sometimes the hearth is made with a long slope toward the rear bridge wall and the pigs are piled upon this slope. As the iron melts, it runs into the depression at the center of the hearth where it is collected for "puddling." As pig iron melts at about 2100 degrees F. and wrought iron at about 2700 degrees F., the temperature in the puddling furnace is so gaged that it is high enough to melt the pig iron, but not high enough to keep wrought iron in a liquid state. Therefore, as soon as the small particles of iron become purified they partly congeal or "come to nature," forming a spongy mass in which small globules of iron are in a semi-plastic state.

Previous to this stage being reached, the impurities in the iron have been reduced in three stages. Most of the silicon and manganese and some of the phosphorus are removed in the "melting" stage; more of the phosphorus and some of the sulphur are removed in the "clearing" stage; and the oxygen and most of the remaining phosphorus and sulphur are removed in the "boiling"



stage. The purer the iron, the higher is its melting point, so that, as the molten iron is purified, it naturally becomes pasty. When this pasty condition is reached, the iron is puddled or stirred by long rods for about an hour. During this time the carbon and other impurities are oxidized by coming constantly in contact with the oxygen of the air. The carbon monoxide that is liberated burns in jets of blue flame known as "puddlers' candles." At this stage, the slag begins to sink or "drop," and granules of wrought iron gradually increasing in size appear on the surface of the metal as it congeals or "comes to nature."



Sectional View of Puddling Furnace

The objects of the agitation or "puddling," which is accomplished chiefly by a long rod called a "rabble" which the puddler introduces through a notch in the furnace door, and which is assisted by the boiling of the metal, are (1) to produce as uniform conditions as possible throughout the bath; (2) to break up the larger masses of iron that tend to form; and (3) to prevent, as far as possible, the settling of the iron in a partly refined condition on the relatively cold bottom. The more fluid the metal, the more active must be the agitation, and the finer will be the grain of the resulting iron.

When puddled, the mass is divided by the puddler into puddle balls or lumps of about from 60 to 100 pounds each. The



balls or lumps formed by the puddler are shaped into elongated blooms in a rotary squeezer, and while still hot are rolled out into bars known as "muck bars." In American practice, these bars are from 3 to 6 inches wide,  $\frac{3}{4}$  inch thick, and from 15 to 30 feet long; their size compares with the size of the bloom in the ratio of about 8 or 9 to 1. The muck bars are now cut into pieces of from one to four feet (in American practice generally  $3\frac{1}{2}$  feet) in length, and are stacked in piles varying in weight from 100 to 2000 pounds. These piles are placed in a reheating furnace, and when white hot are taken to the rolls to be rolled out and welded together. At this time, the wrought iron may be rolled into bars, sheets, plates, or structural shapes. The second rolling produces a more uniform material. When cold, this material is sheared and straightened, and is then ready for the market.

After leaving the puddling furnace, wrought iron does not undergo any material change in its chemical composition, and the only physical change is an expulsion of a large portion of the cinder; the small cinder-coated globules of iron are welded together, and the subsequent rolling back and forth elongates these globules, giving the iron a fibrous structure, and the reheating and re-rolling drive these fibers closer together, thus increasing the strength and ductility of the metal.

The work of making wrought iron by the puddling process subjects the puddler to severe physical strain. He is exposed to intense heat, and at the same time must perform hard physical labor in stirring and moving the heavy lumps of iron. Machines have been devised for doing this work, but have not been successful, and it is still performed in a manner very similar to that in which it has been done for centuries.

**Other Processes for Making Wrought Iron.** — In addition to the puddling process, there are several processes, known as *charcoal-hearth* processes, in which the wrought iron is made by methods somewhat different from those used in puddling. One of these is the “finery” process, which is employed for making the best Yorkshire iron. Another is the “Walloon” process, which is employed in Sweden for making wrought iron from Dannemora pig iron, and a third is the “Lancashire” process, which is also principally used in Sweden, but also to some extent in the United States. The highest grade of wrought iron is made by the charcoal-hearth process, although the puddling process is by far the most common method and produces the largest quantities of wrought iron. The essential difference between the two processes is that, in the charcoal-hearth method, atmospheric air supplies the oxygen for oxidation, and the fuel is burnt in contact with the iron, while in the puddling process the chief source of oxygen is magnetic oxide of iron, and the fuel is burnt in a separate chamber from that containing the iron.

It has always been amazing to note how complex it was to produce wrought iron and then to recognize how extensively it was used in virtually everything at the time. It was truly labor intensive!!

Next time, if you are still willing, we will discuss the characteristics of wrought iron, how was applied, and its advantages vs. disadvantages. As always, questions, comments and corrections are welcome.

Respectfully,  
Dave Griner



# Sunday Public Rides

stories and photos  
by Hank Gallo & Donna Hohm

**11-07-21**

Thanks to our guests and volunteers for a fun day!

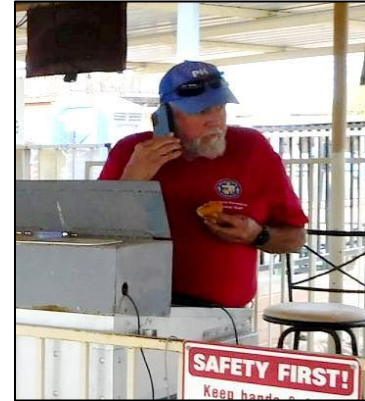


Today's visitors are Fran Neuer and family . . . . .  
the other visitor is known as 'the old man and his dog.' DH



**11-21-21**

Here are photos of some of our volunteers. Thanks for visiting!

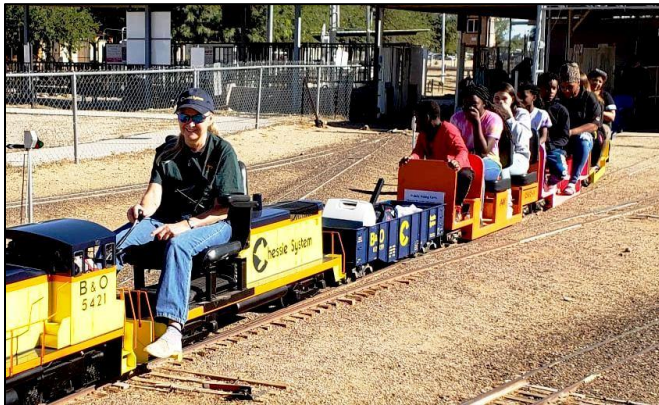




# Sunday Public Rides

**11-28-21**

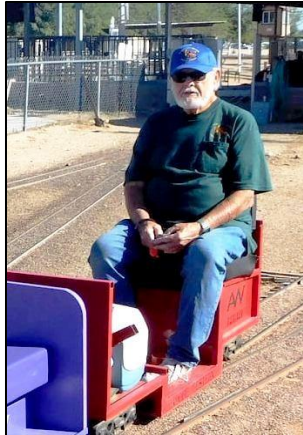
Great day for train rides. Lots of Jr Engineers went through training to operate a diesel switcher. Thanks to all who visited our "little" volunteer train park.



stories and photos  
by Hank Gallo

**11-28-21**

Jacob spent his third birthday having a big party with family and friends at our park today. While Mom and Dad were getting everything setup, Jr Engineers Jacob (3), Gabriel (6) and David (11) helped me bring "Chessie" the Jr Engineer School train out to the station. The boys all did a great job handling the train and sharing the work. After the family had yummy food and delicious cake, the family took a ride to our museum at Pottsville. Great job Jr Engineers, thanks for your help. (hank)





# Sunday Public Rides

stories and photos by Hank Gallo

**11-21-21**

Here are some scenic photos from our trip around Werner Subdivision. Thanks for visiting!

Lewando's Flugel Horn Factory getting some freshening up.



Our 'North Pole'



Concrete ties replacing the old, wooden ties at Fisher.



'South Pole?'



Lookout Duck



Hand painted rocks by Donna Hohm



Mirna and Scotty Brooks





# TRACKING TRACKSIDE PROGRESS 2021

story and photos by Joe Schnyder

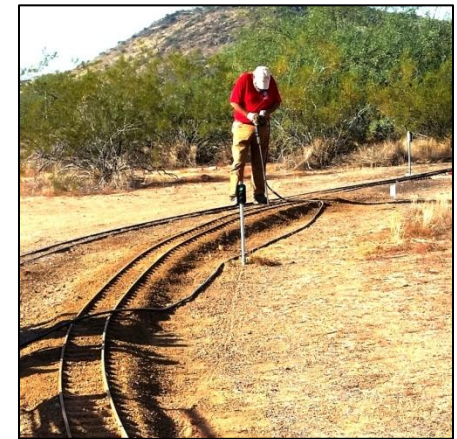
**MERRY CHRISTMAS to you.** This Picture is of Dave Kulman tamping the curve at the west end of Fisher on the westbound main track. Joe and Trish Kalisak did the tie installation and Dave did the rail installation. Now it is ready for trains for many years to come. These ties were in their last few years of termite lunch existence and the ballast was holding it all together. We will soon replace the ties in the switches here with plastic ties, as the rails are already steel from earlier revisions. Just the plastic ties remain to be done.

As I see things being done around park, I need to bring to the attention of club members that the Long Range Planning committee is to get a drawing plan of any new construction on club property that involves track, buildings, structures, outbuildings and outhouses on county property. These plans will be reviewed and approved or denied as per the county and city building codes and the railroad parks standard of what is allowed on county properties. As the Vice President the bylaws state I must chair this committee with 3 other members of the board. I see that some people have been taking old buildings that are in disrepair along the track and replacing them with updated structures. This does not require a planning drawing if you are renewing something that was already on club property. In fact, I encourage people to take down the buildings that are falling apart and reworking them to make them presentable to the public and our guests and members. **THANK YOU** for the ones that I have seen lately being cleaned up and repainted. They look so much better. Any existing structure that is in disrepair does not need a planning drawing to get the approval to be cleaned up and made look nice. **THANK YOU** for doing it. This makes our park look better and when we have county visitors, they see we are trying to be good custodians of the county's property.

Please watch the board for route closures as we are trying to maintain the tracks as best we can. I wish to say **THANK YOU** to all of the members who, while paying their dues for 2022, have added a few dollars to the track and general fund. Along with all the people who JUMPED in with

enough money to fix all of the signals that were damaged by the lightning hits this year, **THANK YOU ALL VERY MUCH.** Terry Liesegang is still working on the signals, but should have it all done soon. As of now, we have the largest part of Pottsville subdivision done and we are hoping to finish it all this coming year to last for many years to come. The section of Pottsville between Mad Dog and Rattlesnake creek was the first section of concrete ties we installed and now it is in the FOURTH year of service and the termites have yet to eat one of the concrete ties, and the steel rail is looking at good as when we put it down. This route gets quite a bit of traffic going to the museum and for people just going for a short ride use it, but it is holding up very well. So is all the other places we have done plastic or concrete tie replacements.

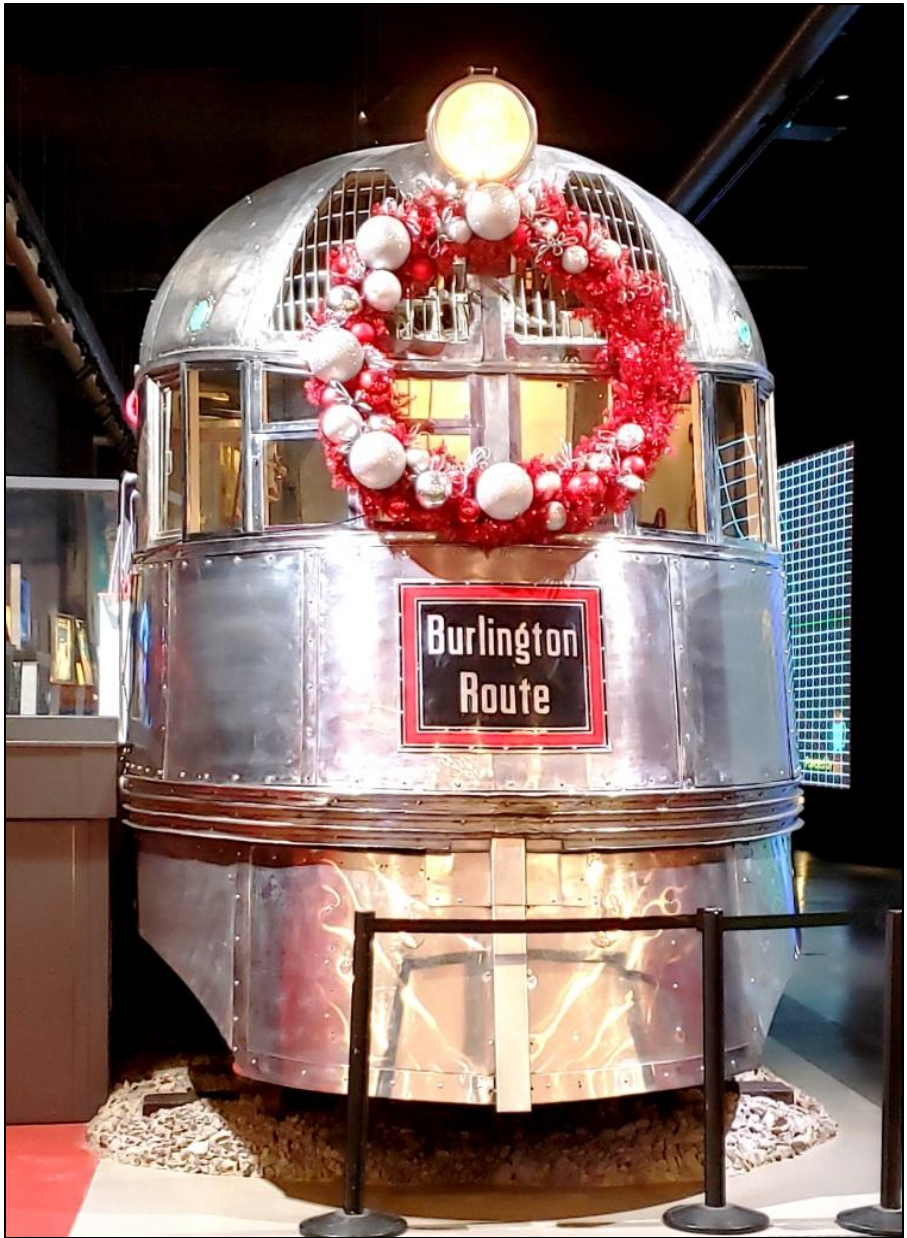
With all of the revisions that have been done over the last 10 years to the switches, we have had tremendous luck with them holding gauge and not requiring so much maintenance. This enables us to work on other things, and when we change out a switch, we hope it has the life span of about 50 years with steel rails and plastic ties and some concrete ties on the approach of the switches. Just another thing to try to make the track structure last for many more years. With all the members who have really stepped up when we needed money for concrete ties, I wish to **THANK YOU** as it is making our park a better place to play and damn it sure looks good when it is done.





# Museum of Science and Industry Chicago, IL

photos by Bob DiDomenico





# HAPPENING NOW!

## Maricopa Live Steamers Winterfest 2022, 15<sup>th</sup> Annual Operations Meet

You are invited to participate in the 15<sup>th</sup> Annual Operations Meet to be held January 12<sup>th</sup> – 15<sup>th</sup>, 2022 at Maricopa Live Steamers in Phoenix, AZ. This is an open invitation meet but all attending people must pre-register regardless of their participation. (If you are bringing your wife, girlfriend, children, etc, they must also be pre-registered even if they do NOT plan on participating in the operation sessions. Everyone must be pre-registered by January 1st, 2020, and complete an Adobe Mtn. General Release form.

**We regret to say that we will not be able to offer catered meals at this operation meet.**

We look forward to seeing you in January. Please RSVP as soon as possible with a check or money order. We can only guarantee 90 operating positions. If we receive more than 90 participating registrants, we will rotate the additional participants in to the operation sessions.

We use FRS radios with assigned channels from 3-10 with privacy code 10. Exact channel assignments 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*) to have fun in our cooler winter temperatures.

Please review our operating and safety rules on our website.  
[www.maricopalivesteamers.com](http://www.maricopalivesteamers.com)

Track plan information can be found on the MLS website as well as a map to MLS. RV parking and camping is available but there are no RV hookup facilities. Upon arrival to MLS, please check in at Ford Station to pick up your information packet. You must be unloaded on the 12<sup>th</sup>, and ready to run card order on the 13<sup>th</sup>. Pre-registered but late arrivals will be accommodated as much as possible.

### NOTE: BREIFING MEETING ON WEDNESDAY 12TH 6:30PM

Maricopa Live Steamers is on one of Phoenix's natural parks. There are coyotes and other critters living here. We ask that you not bring pets for pets safety's sake.

Wednesday, January 12	All Day - Check In (Open Running) <b>BREIFING MEETING 6:30PM</b>
Thursday, January 13	8:30am - 12:00pm Card Order Running 1:00pm - 4:30pm Card Order Running 6:30pm - 9:00pm Card Order Running
Friday, January 14	8:30am - 12:00pm Card Order Running 1:00pm - 4:30pm Card Order Running 6:30pm - 9:00pm Card Order Running
Saturday, January 15	8:30am - 12:00pm Card Order Running 1:00pm - 3:00pm Card Order Running 3:00pm - 5:00pm Pick Up Cars
Sunday, January 16	All Day - Open Running (Note: Public will be present for our public run day)



## Maricopa Live Steamers Winterfest 2022, 15<sup>th</sup> Annual Operations Meet Registration Form

Name: \_\_\_\_\_

(As you want it to appear on name tag) \_\_\_\_\_

Additional family members: \_\_\_\_\_

Will They be participating?      Yes \_\_\_\_\_      No \_\_\_\_\_

Additional family members: \_\_\_\_\_

Will They be participating?      Yes \_\_\_\_\_      No \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email Address \_\_\_\_\_

(This will only be used to send you a confirmation.)

Will you be bringing any equipment?    Yes \_\_\_\_\_    No \_\_\_\_\_

If yes Please list the type and car number (if applicable).

Motive Power \_\_\_\_\_

(Note: Due to dry conditions, solid fuel steam engines require spark arrestors.)

Rolling Stock (to be switched)      \_\_\_\_\_

Item	# of people	Price	Total
Registration			
Administrative Fee <b>(Non Refundable)</b>	X	\$5.00	=
Additional Family Member's Administrative Fee <b>(Non Refundable)</b>	X	\$ 2.00	=
<b>Total Enclosed with RSVP</b>			

Please make a copy of this form for your records.

Please make check payable to Maricopa Live Steamers and send to,

Jim Zimmerman, 7301 E Garfield St, Scottsdale, AZ 85257





# 2022 MLS Annual Membership Form

Please complete this application and mail it to:

Maricopa Live Steamers

Attn: Membership Committee

22822 N. 43<sup>rd</sup> Ave

Glendale, AZ 85310

[donnaahohm@yahoo.com](mailto:donnaahohm@yahoo.com)



2022 dues can be paid between October 1<sup>st</sup> 2021 and December 31<sup>st</sup> 2021.

They must be paid by December 31<sup>st</sup> 2021 to be included in the 2022 Roster

Anyone with **personal equipment stored on MLS property** must pay Resident Membership dues.

We are now accepting PayPal. If using PayPal please add the \$10.00 processing fee at the bottom of this form.

New Membership:  Renewal:  Has your information changed from last year? YES  NO

Name: Primary Member: \_\_\_\_\_ \$170 \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_ Cell: \_\_\_\_\_

Name: Spouse \_\_\_\_\_ \$35 \_\_\_\_\_

Name: Junior Member (\$10 per child) \_\_\_\_\_ X \$10 \_\_\_\_\_

**Non-Resident Membership (more than 75 miles from Phoenix)**

Name: Primary Member \_\_\_\_\_ \$40 \_\_\_\_\_

Name: Spouse \_\_\_\_\_ \$10 \_\_\_\_\_

**Stand-alone Junior Membership must have a sponsor that is a Resident Member.**

Name of Junior Member: \_\_\_\_\_ \$10 \_\_\_\_\_

Name of Sponsor \_\_\_\_\_

Container Rental Fee: \_\_\_\_\_ \$ \_\_\_\_\_

**Optional Fees:**

Club Locomotive Use Fee (First Year Only) \_\_\_\_\_ \$150 \_\_\_\_\_

Annual Locomotive or Rolling Stock Use Fee \_\_\_\_\_ \$50 \_\_\_\_\_

Name Badges can be purchased for \$10.00 each \_\_\_\_\_ @ \$10 \_\_\_\_\_

MLS is in the process of upgrading the track and switches to steel rail and plastic ties. Please consider a tax deductible

Donation to the Track Maintenance Fund \_\_\_\_\_ \$ \_\_\_\_\_

Donation to the General Fund \_\_\_\_\_ \$ \_\_\_\_\_

\*PayPal fee if applicable [MLSDonations@yahoo.com](mailto:MLSDonations@yahoo.com) \$10.00 \$ \_\_\_\_\_

TOTAL PAYMENT \$ \_\_\_\_\_

\*\*\*\* See Page 2 for the Liability Release Form \*\*\*\*



## Adobe Mountain Railroad / Maricopa Live Steamers General Release

By signing this release, I acknowledge that railroading in general and riding on a scale riding car, or other Railroad track Equipment in particular, can be dangerous, and I agree to accept all risks associated with my voluntary participation, and release Maricopa Live Steamers (MLS), Sahuaro Central, Az. Model Railroad Society (AMRS), Maricopa County and Flood control from all liability for my property damage and /or personal injury.

In consideration of Maricopa Live Steamers their respective officers, agents, servants, volunteer's and lessors granting the undersigned permission to ride and agree that:

1. **Assumption of Risk:** I know and understand the scope, nature and extent of the risks associated with riding on an open air riding-car and I willingly and knowingly accept the risk.
2. **Rules Compliance:** As a passenger I have viewed the video on safety specifically on seating and my footing during the ride. As a passenger, I confirm that the rules applicable to my conduct have been explained to me, I understand them, and I agree to abide by them.
3. **Train rides are free:** Park visitors are not charged for riding the train. Donations are accepted.
4. **Release from Liability:** I release Sahuaro Central, MLS, AMRS, Maricopa County and Flood control from any liability for any claim, loss, damage, injury, or death, regardless of the cause, while participating as a passenger on this train ride. I understand that I am surrendering legal rights which I may otherwise have, and will be precluded from pursuing a claim or lawsuit against Sahuaro Central, MLS, AMRS, Maricopa County and Flood control in the event of destruction of my property, my injury or death. In that regard I covenant to indemnify, defend and hold harmless to the fullest extent permitted by law the foregoing persons and entities from any loss or damages, including reasonable attorney fees and litigation expenses, which may be incurred by them in the event any such claims are asserted against them or any of them.

**READ CAREFULLY BEFORE SIGNING, You will be bound by the terms of this release if you sign without reading.**

Date \_\_\_\_\_ Signature: \_\_\_\_\_ Name (Printed): \_\_\_\_\_

Date \_\_\_\_\_ Signature: \_\_\_\_\_ Name (Printed): \_\_\_\_\_

Date \_\_\_\_\_ Signature: \_\_\_\_\_ Name (Printed): \_\_\_\_\_

Date \_\_\_\_\_ Signature: \_\_\_\_\_ Name (Printed): \_\_\_\_\_

For Minor Child(ren) under 18 years of age, Adult assuming responsibility for Minor(s) must also personally sign.

Date \_\_\_\_\_ Signature: \_\_\_\_\_ Name (Printed): \_\_\_\_\_

Minor Name(s) Printed.

\_\_\_\_\_ Age \_\_\_\_\_

\_\_\_\_\_ Age \_\_\_\_\_

\_\_\_\_\_ Age \_\_\_\_\_

\_\_\_\_\_ Age \_\_\_\_\_