



the Quarterly

Remembering the Southwest Valley

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Salt ≈ Agua Fria ≈ Gila
Three Rivers Historical Society

The Apprentice Farm Project



In April, 2010 the Three Rivers Historical Society had the privilege of hearing about the Apprentice Farm Project from Stan Ashby, Jr., the son of one of the early apprentices. What follows is a synopsis of the talk he gave that day.

The visionary, Paul Weeks Litchfield, was the innovator in the mechanization of farming in Arizona. He graduated from MIT (Massachusetts Institute of Technology) majoring in engineering. Mr. Litchfield came to Arizona to raise long staple cotton for the manufacturing of the new pneumatic truck tire. In 1917, Southwest Cotton, a subsidiary of the Goodyear Tire and Rubber Co. produced its first crop of 1,500 bales of cotton. Mr. Litchfield was the driving force that brought about improved farming practices and machines to Arizona.

In the early 1930s, Mr. Litchfield attended a Future Farmers of America convention in Kansas City. He saw a lot of ambitious young farm boys who would be unable to own a farm unless their fathers already owned land. He realized that men had to have money and machinery to own and operate a farm. His plan was strictly a business matter. Southwest Cotton would finance the project, but the loans would be paid back with interest. He didn't want it to look like a "welfare project."

Litchfield had developed a Squadron concept where classroom and on the job training allowed an employee to advance within the Southwest Cotton Company. The Apprentice Farmer project similarly would teach men to farm effectively, and with hard work eventually own farm land of their own. Mr. Litchfield felt that agriculture was better off in the hands of individual farmers than in a corporation.

Kenneth McMicken and Ray Zieske worked with agriculture people throughout the southwest to screen potential candidates. The five qualifications they looked for were health, character, knowledge, teamwork, and thrift. The project started with twelve young men in the spring of 1937. The young men worked on each operation in irrigated farming until they were completely familiar with it. Along with the intense labor of farming they also studied practical matters like production, marketing, bookkeeping and finance. The next step was to be assigned land to farm on a crop share basis. The men were given water, seed, fertilizer, tools and equipment while still working under the company's direction. At this point they were working for a share in the profits.

The young men that had qualified thus far could lease 80 acres of land at \$10 an acre or \$800 per year. Southwest Cotton furnished the land with

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a house, a cow, and would loan them what they needed to get started. The young farmer was taught to follow sound agronomic principals and was allowed to choose the combination of crops and livestock to raise that would be profitable and best serve their needs. Crops included cotton, alfalfa, small grains and citrus. Livestock production of beef and dairy cattle with a few hogs and chickens was common. Most of them planted small vegetable gardens for their own use. The last stage of the project occurred when the trainees had earned enough money from farming the land to make a 25% down payment on the purchase of the 80 acres.

Stan's father, Ralph Ashby learned of the program from Mr. Mark Kellogg who did business with the United Producers and Consumers Co-op where he worked. He saw that Ralph was interested and arranged for him to have an interview. In 1941, Ralph and his wife moved to Litchfield Park to become part of the program. Although raised on a farm Ralph wasn't familiar with farm machinery, but he soon mastered the tractor and other machinery.

Mr. Ashby's first crop was alfalfa to feed his cow and he sold what he didn't need for cash. After he had paid for the cow he bought another cow. When she was half paid for he bought another, then two more. At his peak he was milking 500 cows. After he paid off the first 80 acres he bought out a farmer who was leaving the project. He continued to pick up land as it came available,



Ed King, Bob Sheppard, Carol Baker Harbushka, Ken Woods, Stan Ashby Jr., Dr. Bob McMillan

corrals, a scale and an office. The group purchased several pieces of farm equipment for use by the members. The Adaman Mutual Water Company was formed as a non-profit organization to provide irrigation and potable water for use within the project. They continue to provide good quality water for the farming community.

In 1973, Stan took over the farm when his dad became ill. At that time he sold the cows and leased the dairy. He leased more farm land and farmed 800 acres. During Stan's career he grew cotton, grain, potatoes, cucumbers for pickles and feed for cattle. At this time the only remaining apprentice families in the Adaman district are the Ashbys and the Sellers.

In the audience that day were others who had been part of the Apprentice Program, Carol Baker Harbushka and Bob and Gratia Sheppard. They had fun sharing stories and remembrances.

What an opportunity Mr. Litchfield gave these young men. How blessed we are that they took the chance and have enriched our communities.

eventually accumulating 260 acres.

Many of the Apprentice Farmers were called to serve our country in WWII, causing manpower shortages on their farms. The group formed the Adaman Farms Co-Operative to pool equipment, gain purchasing power and create marketing opportunities. Goodyear financed the building of a community center, hay and grain storage facilities, a machine repair shop,

What on Earth is Tempe Normal School?

While Arizona was still just a Territory, and the capital of the Territory was located in Prescott, the Assembly created Tempe Normal School in Tempe, Arizona. The year was 1886 and 33 students, 13 men and 20 women, started class. The school was built on 15 acres of land donated by George and Martha Wilson. In 1929, the school advanced from a two year program to a four year teacher's college. And in 1945 the name was changed to Arizona State College. With soldiers returning from WWII, the enrollment grew from 1,200 to 2,200. The Arizona State College students in 1958 worked diligently passing out bumper stickers to promote the cause of changing the name to Arizona State University. After all, the state college in Tucson



was already the University of Arizona.

ASU's mascot changed, too. Once known as the Bulldogs, in 1946 the mascot became the Sun Devils. A cartoonist from Walt Disney Productions designed the popular character that is so familiar today.

ASU has certainly grown from those early days. They now have over 64,000 students on four campuses, Tempe, Polytechnic, West and Downtown as well as many online classes. What started out as a teachers college has grown to include business, education, engineering, journalism, nursing, law, and computer science. Go Sun Devils!

Phoenix Trotting Park

Have you ever wondered about the empty four story grandstand along I-10 near Cotton Lane? It was once the dream of James J. Dunnigan, the owner of a harness racing track in Buffalo, New York. Dunnigan, who spent his winters in his Paradise Valley home, wanted to develop a harness racing venue in the southwest to provide winter harness racing.

In the early years, Arizona enjoyed Grand Circuit harness racing but the sport faded out by the late 1940s when thoroughbred and greyhound dog racing became more popular. Things came together in the early 1960s when Karl and Norbert Abel decided to sell some land and Senator Paul Fannin supported the project to enhance development in Phoenix. Add in enthusiastic Jim Dunnigan, Norman Woolworth, a harness racer owner and capitalist and Italian architect and horseman, Ivone Grassetto and you get Phoenix Trotting Park. Not surprisingly, you have to stir in about 10 million dollars, as well! And, of course, the highway department assured them all that the freeway, I-10, would be complete in just a few years. Goodyear residents were excited to have such a grand racetrack coming to their town. Mr. Dunnigan was seen around town selling stock to the townspeople who hoped to make some money, too.

The trotting park was situated on 640 acres of land south of McDowell and west of Cotton Lane. The grandstand comfortably seated 5,400 bettors who were able to see the entire track from any seat. There were several areas for casual diners to enjoy food and beverages. In the upper level was the Sunset Casino for luxurious dining. Harry M. Stevens, who managed the food service at all the New York tracks, brought his expertise to the Goodyear track. The grandstand design was modern and beautifully done. Beside the grandstand, the facility had stables for 1000 horses, dormitory rooms for 120 people, its own water supply and sewage plant.

The Phoenix Trotting Park opened to much fanfare on January 11, 1965; 12,223 people came out for the event. "Can't tell the horse from the driver without a program," was the patter heard from the program salesmen. As the season progressed the attendance dropped. That winter saw more rain than usual. The freeway had not been completed leaving surface roads, prone to flooding, the only way to get way out west. The Phoenix fans, not accustomed to harness racing were not willing to make large wagers. Dunnigan said in a March 8, 1965 Sports Illustrated article that attendance and handle were low when Roosevelt



View of escalator at now defunct Phoenix Trotting Track.

Raceway first opened in 1940 and that he expected to have deficits during the early years.

I was excited to be hired as an RN in the First Aid station at the racetrack. In addition to myself there was a corpsman from Luke AFB, an ambulance, and a doctor on duty. Most nights we dispensed Band-Aids

and Alka Seltzer and played cards to pass the time. However, one night, in the thirteenth race we were called to the track. A driver had fallen out of the sulky and into the inside rail. We took him by stretcher to the first aid room and the attending physician pronounced him dead. Since it was an accidental death we then had to wait for the County Coroner. Phoenix Trotting Park never had a thirteenth race again. We were told later that the driver had suffered a heart attack coming in the home stretch.

Racing continued only into the third season when it was abruptly closed. Jim Dunnigan lost not only Phoenix Trotting Park but his Roosevelt Raceway in Buffalo that he had used as collateral a victim of poor timing and location. Local stockholders had souvenirs instead of dividends. I-10 was completed 20 years later.

The facility was purchased by Emprise, rumored to be connected to the murder of *Arizona Republic* reporter, Don Bolles. They gutted the building and used the equipment and fixtures for their other tracks around the country.

After being vacant for 30 years, the grandstand was used once again in the action scenes of the film, *No Code of Conduct*, starring Martin and Charlie Sheen. In order to use the building the production company had to rid the building of large amounts of asbestos, dead animals, and excrement. They spent \$40,000 and finally received clearance from health groups and the EPA so that they could use the building to shoot a few scenes for the movie!

At one point, the site had been donated to Grand Canyon University. In 1995 Roles Inn of America purchased 220 acres of the property from Grand Canyon University. Since then, Roles Inn has developed a RV park called Cotton Lane RV and Golf Resort. It has 300 RV spaces and 4 holes of golf. The old horse stables have been turned into storage units, the old tack room is the Laundromat, and the hay barn has been removed to accommodate the pool.

Article by Sally Kiko

Litchfield Park home of the Wingfoot Homes

An ad in the August 17, 1946 Prescott Evening Courier read, "Three room efficiency apartment, including two bedrooms, kitchen, living room combination and bathroom. Standard features include icebox, gas range, hot water heater, unit heater, shower, bath, toilet, lavatory, double bed, two single beds, two dressers, vanity and clothes closets. Completely pre-assembled at the factory and delivered to your lot. Ready to move into as soon as the utility connections have been made." This was a salesman's description of a Wingfoot home.

Wingfoot Homes, Inc., a subsidiary of Goodyear Tire and Rubber Co., were built in Litchfield from 1946 to 1950 at the Litchfield Airport. Nikki Hall Gladden, whose father worked there figures there were 40 to 50 people working on these homes judging from the size of the building. The Wingfoot home was designed to relieve the critical housing shortage both for defense workers and for the returning servicemen after WWII. Returning soldiers found housing virtually unobtainable and moving in with relatives or friends their only option. The problem was so serious that temporary housing was the only solution, even if short term. Goodyear Tire and Rubber Co.'s



Wingfoot homes in Goodyear were located on the east side of Litchfield Road across the street from the Goodyear Aircraft plant. They provided needed housing for Goodyear Aircraft workers and married Navy personnel. In 1958, they rented for \$58 per month, all utilities paid. In Avondale, the homes were located on Greenleaf Lane, south of Hwy 80 (MC-85). In fact, there are a few left on the east side of the street but having been remodeled you have to look carefully to see the Wingfoot structure. Milwaukee County in the State of Wisconsin used 184 Wingfoot homes as a part of their public housing to accommodate returning veterans. Los Alamos, New Mexico purchased 125 Wingfoot homes for their workers.

Wingfoot Home supplied one of those solutions.

The Wingfoot home sold for about \$2,650 and could be paid for on a monthly installment plan. It was similar to an overgrown trailer that was completely built in the factory and hauled to the site. The living quarters were 8 feet wide and once on site, the bedroom wings were pulled out like drawers to yield a "T" shaped, flat roofed home, with a whopping 255 square feet of living area. The exteriors were made of pressed wood with plywood interior walls. It was set up complete with all plumbing, bathroom and kitchen fixtures, built-in beds, and dressers. Goodyear had hoped to mass produce the homes, but lack of materials slowed production.

Locally, Wingfoot homes were seen in Goodyear, Avondale and Litchfield Park. The twenty five Wingfoot homes in

Grocery Ad: 1957

| | |
|-------------------------|-----------|
| Catsup, 14 oz..... | 14¢ |
| Tuna..... | 27¢ |
| Cake Mix..... | 37¢ |
| Pears, 2½..... | 29¢ |
| Jell-O..... | 2 for 15¢ |
| MJB Coffee..... | \$1.10 |
| C & H sugar, 5 lbs..... | 49¢ |
| Fresh ground beef..... | 25¢ |
| Fresh fryers..... | 49¢ |
| Pork Sausage, 1 lb..... | 43¢ |
| Margarine..... | 19¢ |

Letters to the Editor

Thanks for the Three Rivers newsletters. Lots of good info about people and places that make the history of Goodyear and the area.

Dave and Margaret Horsman

Please extend my compliments on the newsletter. I just read it again and truly appreciate the history and excellent design.

Carole De Cosmo

Three Rivers Historical Society Website

Visit our website, threerivershistoricalsocietyaz.org, for back issues of *The Quarterly*. Thanks to our webmaster, Mark Pelletier, you will find other information there, too, such as meeting information, how to contact us and how to join.

Map 1867, Milita

For Immediate Release

November 28, 1966

The county's Sierra Estrella Golf Course should have a new pro-shop and snack bar building by late January, District 3 Supervisor William S. Andrews reported this week.

The board of supervisors on Monday awarded a \$13,200 contract for its construction to Elmer Schler Contractor of 4409 N. 27th Ave., Phoenix. Construction time is 60 days.

Originally scheduled for completion in late December, construction was held up when the first bids opened Oct. 18 were in excess of the funds budgeted for the project by the county parks and recreation department.

The size of the building and the snack bar area were reduced and it was changed from prefabricated metal construction to wood frame in the new bid call.

Andrews said despite the reductions, the building will contain a patio slab and roof and snack bar-grill combination. It also will house public restrooms, an equipment display area, and office and storage space. The snack bar will be subleased to a concessionaire upon completion.

Andrews ordered the pro shop be budgeted this fiscal year to replace the present trailer which he termed "totally inadequate" for the use now demanded by patrons of the public golf course.

From: County Manager's Office
Room 604, 111 S. 3rd Ave., Phoenix
Barbara Cahill, Information Officer



Photo by: Jodie Muramoto



The Veteran's of Southern Lane

Do you know what Avondale street may be the most patriotic? Perhaps it's Southern Lane, just south of Western Avenue. Only one block long, it heads east from South Central Avenue and then quickly dead ends. This may be the shortest street in Avondale but it is long on patriotism. Seven families who had lived in the camps of Goodyear Farms purchased the land on Southern Lane. Cruz Pariga Dominguez remembers that her father paid \$300 for their lot. The men helped each other build sturdy adobe homes for their families. In fact, Antonio Moreno is still living in the house he built.

Five of the men who built homes on Southern Lane were WWII veterans. Armando and Ralph Moreno served in the Army; Antonio, Robert and Armando Moreno served in the Air Force, serving some of their hitch at Luke Air Force Base. Other neighbors, Neives Galvan saw action in the Korean War and Paul Medina toured Korea and Vietnam courtesy of the U. S. Navy. Art Pariga served in Vietnam from 1966 to 1970 along with another resident of Southern Lane, Danny Ponce. Art's cousins, Robert and Carlos Vizzerra were in the Army. Robert served in the early '60s during the hostilities with Cuba while Carlos served in Vietnam in the early stages of that conflict.

Both the families of Southern Lane and the west valley are very proud of their sacrifice. Here on the shortest street in Avondale once lived 12 veterans who served their country well.

(Some information taken from an article by Mike Burkett that appeared in the May 26, 2004 issue of the *West Valley View*)

AZ 87-Beeline Highway

Did any of you spend part of the summer in the cool Rim Country? Take a trip in your mind, back about 60 years. Remember what it was like to take a trip to Payson, Showlow, or Pinetop in the 1950s. As Marshall Trimble relates in *Roadside History of Arizona*, you took two lane surface roads to Mesa then went north of Mesa on the old Bush Highway which was a washboard dirt road. At Blue Point you took the road north of Saguaro Lake, again a dusty road, the rest of the way to Payson. You could be daring and go fast enough to get ahead of the other cars or drive more carefully and eat their dust. Along the way there were several creeks to cross including Sycamore Creek. Another hazard was the steep drive down Slate Creek that caused many a flat tire. This journey took about five hours from Mesa to Payson. Don't forget to hang that canvas water bag on the front of your radiator in case the car overheats on the way up the mountains. And you better bring a jug of water and a picnic lunch...there are no *McDonalds* on the way!

In the 1940s the State Highway Commission agreed to build the road but the paved road was not complete all the way to Payson until the late 1950s. The newly paved road made a "beeline" to Payson and has been called that ever since. In 1969 the Arizona Department of Transportation began the construction of a four lane highway to ease the congestion that had become a nightmare as valley residents sought a day at the lake or time in the mountains to cool off. The divided four-lane highway to Payson was completed in 2001.

Tolleson City Library – A Point of Pride

From a humble beginning in 1949, the Tolleson City Library is something this town can be proud of. And, it all began with the Tolleson Woman's Club. The woman's club began in 1934 in the home of Mathilda Utey on South 91st Drive. A group of women gathered

together to fulfill a mission of community service and to promote cultural advancement. That night they elected Mrs. Sue Miller as president and immediately began thinking of ways to improve their growing community.

Tolleson Women's Club sponsored the opening of the first library, a branch of the Maricopa County Free Library. It was in an 8' x 10' room in an abandoned World War II nursery building. The Lion's Club built the shelving for the books; most were supplied by Maricopa County. The County periodically exchanged older books for newer titles to keep Tolleson's avid readers content. The first librarian was Mrs. Edna Davis with Phyllis Slaughter and Frances Vaughn on the working committee. The room was so small that they moved the table they used to check books in and out into the hall so the patrons would have room to browse. By 1955 they had outgrown the space and moved into a larger room in the same building. Keep in mind that the Women's Club, through many fundraising events, was the sole support of the library. Louise Lamar became the librarian in 1953, working as an unpaid volunteer. In 1957 the librarian received her first salary when the Woman's Club asked and the City agreed to cover the expense of her salary. A city appointed Board of Trustees was created in 1960. The ladies continued fundraising to assure a vibrant library that met the needs of Tolleson.

In 1964, Tolleson and the State Library and Archives began corresponding about the possibility of matching government funds for library building purposes and the City overwhelmingly passed a City Library Bond Issue the next year. After filing much paper work and submitting bids the plan finally came together and ground was broken in April of 1967. As an example of community support, in the last several days before the final papers were sent to the State, it was discovered that funds that would be used for furnishings would also be matched. The Women's Club led the way and the town's people were able to raise \$8,100 in six days!



When the building was completed in November 1967, the move from the old space to the new library was completed with the help of many of the citizens of Tolleson.

Today the Tolleson City Library is a busy, beautiful place. It contains a wide variety of

books and periodicals in both English and Spanish. There are computers for community use as well as a friendly librarian eager to help the patrons. BUT, Tolleson Library is also home to an amazing collection of Native American artifacts, a collection that any museum would be proud to have. Most of them were collected and donated by Dr. Raymond and Jeanne Thomas. They are beautifully displayed and clearly labeled in glass cases. Everywhere you turn there is an interesting display.

Today, the Women's Club continues to play an important role in the Library. They raise the funds that support summer reading programs for the children of Tolleson.

The information for this article is courtesy of two members of the Tolleson Women's Club, Mary Watson and Dorthea Tritz. They can be very proud of the role they and the rest of the members of the Women's Club have played in their community.



Flying is our Family Business

A private tour of “Seven Seas” the DC-7C N777EA

You only have to look into the cockpit to believe Robert Moseley when he says, “This plane is way more complex to fly than a jet”. His statement is easy to believe with hundreds of instruments to understand and master. However, Robert looks so ‘at home’ in the pilot’s seat – and why not: he has 46,000 recorded hours in the air! That is over 5 years in the air!

Goodyear Mayor Jim Cavanaugh joined Sally Kiko, Gloria King, and Martin Vaccaro, who manned the video camera, for a unique tour of the four-prop plane that is tied down at the Phoenix-



Lady Bird Johnson

Goodyear Airport. It has been there for 37 years. Their dreams for its use in missionary work have been on hold. “We have paid more for tie-down fees than the cost to buy the plane,” says Evan Moseley. Evan’s wife, Tilly, adds; the way they came to own it is another story in itself.

This DC – 7C is the last of its kind to be built and it is the only one remaining. This plane is nicknamed the *Seven Seas* due to its range of flying long distances over the

seas. It required a pilot, co-pilot and flight engineer who had a seat that would swing into position between the two pilots.

This airplane was manufactured in 1958 by Douglas Aircraft Co. Inc in Santa Monica, CA. KLM took delivery December 4, 1958 with the registration letters PH-DSR. It was configured to seat 88 persons. By October 1962, it had accumulated 12,939.25 flight hours. Three of the original engines are still installed in this aircraft today.

In 1962 KLM sold the aircraft to Interpublic, Inc. The plane was flown to Los Angeles where AiResearch Aviation Service Co. repaired and installed the Air Stair system at the passenger entrance and aft baggage compartment access hatch in the galley floor.

United States Leasing Corp bought the aircraft in December 1962 when it had 12,986 flight hours. They paid \$400,000 for the plane. In 1963 the plane was flown to Meacham Field, Fort Worth, TX for aircraft painting and interior modifications by Horton & Horton. A black marble sink with 24c gold fixtures was added to the bathroom. Twenty five plush seats with a vibrater and ash tray were installed. The name *Initiator 7* was painted on the sides of the forward fuselage below the cockpit.

Starflight continued to operate the aircraft until 1967, including the first flight to Europe crossing the Swiss Alps in May 1963. It could reach speeds of over 400 mph going non-stop with a

cruise speed of 355 and had a range of 5500 miles. Ten feet had been added to each wing making the wingspan 127.6 inches. The length of the plane is 112.3 feet.

In October 1965 Ladybird Johnson, the President’s wife, flew to Jackson Hole, Wyoming in this airplane. She wrote a letter to John Perrault, Starflight Chief Flt.Engineer, thanking the crew for the great plane ride.

In December 1967 US Leasing sold the DC-7C to Dallas Aero Services for \$175,000 with a total of aircraft flight hours of 15,506.05. Several more sales continued....including Donald Shepherd selling to Jim Storms, Dallas, TX for \$42,400.00 in July 1972. Shepherd re-possessed the aircraft from Jim Storms and registered the aircraft in his name again.

In 1971 Evan and Robert had seen the aircraft in Tucson. Evan took his wife, Tilly to Tucson to see it, but it was gone! They discovered it had been sold and was moved to Albuquerque... there were some dirty tricks being played – the ‘buyer’ moved the plane, but didn’t pay for it. So Evan and Robert went to Albuquerque to get the plane. The plane had been for sale for \$250,000. However, by 1973 the Moseley brothers were able to purchase the plane by making an offer of \$50,000 for it. They brought it to Goodyear then ferried it to Tucson for painting.

Fill ‘er up! It will take 7820 gallons of fuel. At \$4.50 to \$5.00 per gallon, you do the math! Revving the engines up for takeoff uses a lot of gas. The plane is powered by four Wright R-3350-18EA1 turbo compound 18 cylinder radial engines. Maximum takeoff power is 3400 hp per engine at 2900 rpm. When flying at the right altitude, you can use the jet stream to increase mileage.



The Moseley Brothers: Evan, Allan, Robert, and Richard Spaulding

Of course the cabin has to be pressurized when flying over 10,000 feet with a ceiling of 25,000 feet maximum altitude allowed. Each engine takes 62 gallons of oil.

Evan said that rock bands wanted to lease the plane but they declined the offers. We suggested turning it into a restaurant. We would

eat there! It’s their “baby” and they are waiting for more funds and will renovate the plane when the economy improves and they can sell some land.

Many farmers in our community know the Moseley brothers for their crop dusting business. Evan and Robert own other planes and have their own landing strip. Crop dusting is exciting because they fly just a few feet above the crop...sometimes flying back in with cotton plants caught in the wheels of the plane. It’s that close to the crop! They love flying, but it is dangerous. Brothers Allan crashed in takeoff to spray pesticide, and James (Jedty) crashed while fire fighting.

October, November, December 2010

Yes, I want to join Three Rivers Historical Society!



- Student \$5*
- Family \$25*
- Contributor \$100*
- Lifetime \$500
- Single \$15*
- Business/Professional \$45*
- Benefactor \$250*
- * *Yearly Fee*

Join _____ Renew _____ Call me to volunteer _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ (Evening) _____

Cell _____ e-mail _____

Check enclosed in the amount of \$ _____
A receipt will be issued to you.

Make out your check and mail to:

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P.O. Box 7251, Goodyear, AZ 85338

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Three Rivers Historical Society

Remembering the Southwest Valley

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3RHS Meetings

We meet on the third Tuesday of each month at 3pm, at Goodyear City Hall, 190 North Litchfield Road, Suite 117, Goodyear, Arizona. Notices of date, location and guest speaker are e-mailed. Be sure we have your correct address. E-mail Sally at: kskiko@cox.net