

**MT. LEMMON ECHOES**  
September/ October Issue

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FROM THE EDITOR'S DESK:

BY RICK SMALL

Apologies first! Please accept my apologies for not having published an issue as of late. It seems as the summer has flown by and I have been too caught up in its passing to realize my regular duties.

Although we have had little time to spend on the mountain this summer, we have enjoyed our weekends there and have had great fun participating in the activities of the summer.

\*\* A special note: The Mount Lemmon Homeowner's Association is sponsoring a Super Duper Pancake Breakfast on Sunday October, 18, 1987, at the new Firehouse from 8:00 to 11:00 am.

You can reserve tickets at \$4.00 per person by calling either Fran Zimmerman at 576-1333 or Ross Quigley at 576-1461. You must reserve by October 15th. Tickets at the door will be \$5.00 per person and children under 5 are free.

The menu for this fantastic breakfast will be pancakes, sausage, bacon, orange juice and coffee. All proceeds raised from this event will be allocated to the new water tanker fund for the fire department.

There will also be a raffles for various prizes. DON'T FORGET -

SUNDAY OCTOBER 18, 1987.

Hooray for the Mt. Lemmon Fire District

by Bob Zimmerman

The Mount Lemmon Fire District passed the test! In case you didn't know, you insurance dollars of valuation are quite high. This is because Mt. Lemmon's rating is a 9 out of possible 10, which was our rating a year ago. Going from a 10 to a 9 is a piece of cake compared to the test to go from a 9 to an 8.

The test to get an 8 rating requires, among other things, the ability to pump 4,000 gallons of water continuously through a high pressure fire nozzle within 20 minutes. The test was administered by Ronald Mielnicki of ISO Commercial Risk Services, Inc. The test was conducted under conditions simulating an actual fire, with all equipment manned.

The Mount Lemmon Fire Department Volunteers under the direction of Fred Keers, Chief, had rehearsed all week and were well prepared for the test. There is considerable work, training and equipment necessary to keep a jet of water arcing 40 or 50 feet for 20 minutes without a fire hydrant. At the simulated fire site there was a maze of crisscrossing hoses, dump tanks, three fire trucks and their well trained crews. As the total capacity of the fire trucks is less than 4000 gallons, water had to be shuttled from the village. To pass the test everything had to go like clockwork - - and thanks to the Volunteers - - it did.

Passing this test is good news for you, the homeowner. Once the rating has actually been awarded by the State, you should see a 40 to 50 percent reduction in your insurance cost. It will probably be after the first of the year before Mt. Lemmon officially receives its 8 rating. It is estimated that the total savings will be about \$100,000 annually, but more importantly, the 8 rating will assure your cabins insurability.

#### School News:

by Mark Hopkins

We are proud to announce that the Mt. Lemmon Zimmerman Accomodation School is officially open. Classes started on September 8 with ten students enrolled. We have two kindergartners, three first graders, one second grader, one third grader, one fourth grader and two sixth graders. Studies are well underway with the use of new language , social studies and science textbooks and with the careful attention of our new teacher, Florence Koch (pronounced Coke).

Florence is originally from Cambridge, Iowa. She and her husband Jack are the parents of 4 sons; Doug,Dick,Jeff and Thom all of whom enjoy hiking, camping,fishing and hunting. Florence began teaching in 1954 after having graduated from Drake University. She has also attended Iowa State University. She has spent most of her teaching career in State Center, Iowa and Colo, Iowa.

Florence enjoys golf and bridge and has travelled extensively in the U.S. and abroad. Florence says she is enjoying mountain life and the neat students in her classes. She also enjoys snow and winter weather and is looking forward to that. Please, come and visit our new teacher.

### Modern Conveniences for the Mountain: Water

by Tony Zimmerman

(second in a series of three)

In 1941 I had called a general meeting of the residents of the Mt. Lemmon area to organize a non-profit water cooperative. Our first meeting was held in the Tucson City Hall as most of us were living in town at the time. After the election of officers the first item on the agenda was providing water storage tanks and water lines to the cabins. We realized that there was sufficient water available but we needed to store the water in tanks. Since most of the lots were higher than the springs, we were looking forward to the new electricity to help power pumps to lift the water to the new tanks. At the time there were 735 cabin sites in Summerhaven. Some cabin owners on high lots were persuaded to gutter their roofs and drain rain water into their own tank.

Of course, the Coop had its growing pains during its 46 year because of lack of finances, mis-management and self-interested sharks, but in general we were very fortunate to have a group of honest, hard working men in charge. They were; Dr. Lunn, Oral Tucker and Dr. Darrell Hayhurst.

With their help this water coop has now developed into the leading asset of all the utilities in the area.

### Summerhaven Road Improvements:

Once, again, our thanks to Ron Ayers for the tremendous improvements he has made to our roads. For those of us who have been around the past 15 or 20 years without much attention from the County Highway department, this road activity ranks right up there with a miracle. Many roads have been repaved, bad sections repaired and we hope to see a few more sections paved.

These roads are now much safer , there is a great reduction of dust and most importantly, it is much easier to get our emergency vehicles to more areas, particularly in the winter.

Do yourself and your community a favor, write or call Iris Dewhirst and express your appreciation for the road improvements.

### Summerhaven Boundary:

by Bob Zimmerman

The Forest Service has been re-surveying the boundary of the Summerhaven Subdivision and have found the boundaries of the subdivision to be incorrect. In a conversation with Bill Johnson, who regularly surveys Mt. Lemmon lots, I learned that the re-surveying is attempting to move the boundary in the wrong direction - inwards. If this is so, boundary lots could be adversely affected.

I wrote Steve Plevel, District Ranger, and asked him to let me know where the new boundaries are and what affect there would be to Summerhaven and the adjoining deeded lots. His reply said that he planned to have a meeting with the landowners to outline trespass problems and discuss possible alternatives to solve the problem. The date for this meeting has not been set, but will be forthcoming.

### Mt. Lemmon Highway Improvement: The Never Ending Saga

by Bob Zimmerman

The road improvements for the Mt. Lemmon Highway were not started last September as planned with two factors, apparently, leading to this delay.

The bids submitted for the first few miles came in way over budget. A great deal of the overage was due to environmental considerations such as removing, holding and replanting vegetation and making the rocks look pretty by roughing them up. These bones, thrown to the special interest groups, are a horrible waste of money. The areas that will be disturbed by road construction will revegetate in a few years at no expense.

A few years ago, as a result of a series of storms, several landslides occurred in the first few miles. Unless you know where they were, you can't find them as they have completely grown over. I have heard that approximately 20 % of the road cost will be wasted on these temporary measures.

Secondly, funds for the project were not certain until Congress passed the Highway bill. But that was last year !

The Highway bill passed and Iris Dewhirst's office advises to expect construction to begin around the 1st of February. The goal for these improvements is to make the road safer and reduce maintainence costs. Hitchcock highway is one of the most dangerous roads in Pima County. By straightening some of the sharper curves the road will become safer , as witnessed when the Nogales highway was straightened. The road is to be widened an average of 10 feet to widen the lanes some, but more importantly, to provide shoulders and drainage areas. These drainage areas can be used for emergency pull-offs.

The work will not be continuous. The Federal funds will be diverted to other projects around the state, so it is believed that the improvements will be done in short segments every few years. The first improvement will start at mile post zero.

One of my concerns , when I first heard about the project, was the question of road closures. I had met with Steve Plevel and Iris Dewhirst regarding this question with the suggestion that all work be done at night. The advantages are obvious; there would be little inconvenience to the property and business owners; there would be a decrease in accidents and deaths , as most occur at night and the contractor could completely close the road, a major advantage when the work area is 40 to 50 feet wide. I have noticed that when the County or State is working on a major highway that can't be closed, it is done at night. However, as usual, Mt. Lemmon is different.

The reality of day work spurned me and others to attempt to work out a closure schedule that would be acceptable. The plan was to keep the road closed every day, including weekends if needed, with travel permitted before 8:00 am and during the noon hour and after five. This schedule would have put all the businesses out of business in short order.

However, our ranting and raving must have had some effect, as I have just received a closure schedule which seems more workable. Following is brief summary. No closures on weekends (noon Friday to 11 p.m. Sunday, including holidays). The day prior to a holiday will be considered a "Friday". "Continuous" one-way traffic will be maintained from 11 p.m. Sunday until noon Friday. "Continuous" traffic allows 15 minute delays just accomodate one-way traffic. If the traffic is "light", the contractor may close the road for 15 minutes each hour to "position equipment or remove or replace materials." All in all, I feel this schedule is acceptable, provided the contractor's view of "light" traffic isn't 50 % or more of our normal weekday volume.

The Echoes is the publication of the Mt. Lemmon Homeowner's Association for its membership. Membership dues are \$ 15 per year. Renters, visitors and friends of the mountain may obtain an associate membership for \$ 7.50 per year. The Echoes is published the first week of April, May, June, July, August, October and December in 1987. Photo ready ads, articles and letters to the editor of interest to the general membership should be submitted by the 15th of the month prior to publication. Send these items to: Mt. Lemmon Echoes, c/o Richard M. Small, 2455 E. Caminito de los Ranchos, Tucson, AZ., 85718. Ad rates: 3 x 5, \$10; business card, 2 x 3.5, \$ 5. For other sizes and rates or comments and questions contact the editor.

Editor: Richard M. Small  
Membership Representation:  
Fran Zimmerman  
Helen Quigley



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Box 753  
Mt. Lemmon, AZ 85619  
(602) 576-1519