

1948

# LITCHFIELD PARK AND VICINITY

by

Susan M. Smith

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submitted to the faculty of the

Indian Museum  
Fragments of History  
Poss. Department of History  
Quaker and Immigrant  
Homesteaders

in partial fulfillment of

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the requirements for the degree of

Land Open Range  
First Permanent Settlers

Master of Arts

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Organization of Air Line Water Co.  
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Need for Long Staple Cotton During

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Director of Thesis Date

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[Signature]  
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## FOREWORD

This study concerns the area including Litchfield Park, Arizona which is located eighteen miles west of Phoenix. It lies along the west bank of the Aqua Fria River which rises north of Phoenix and flows southwestward into the Gila River. This area includes approximately 78,000 acres extending west to the White Tank Mountains and south to the Estrellas.

## CHAPTER I

### HISTORICAL BACKGROUND

The history of a community is frequently thought to extend only over a brief period of contemporary events, when in reality it extends back into the ages of the past beyond historical record. The area west of the Aqua Fria River and north of the Salt River, including Litchfield Park, is no exception in this respect.

The Aqua Fria River Valley was included in the region in which the Hohokam civilization was developed 2,000 years ago. It extended across the valleys of the Salt and Gila rivers west and north to the Rio Colorado.<sup>1</sup> These people made their homes in villages and developed an extensive network of irrigation canals along the rivers to aid them in their agricultural pursuits. The canals were still visible to the Spanish missionaries and explorers of the sixteenth and seventeenth centuries. Maps<sup>2</sup> of the area indicate that canals had been extended from the west bank of the Aqua Fria River.

Father Kino, founder of San Xavier Mission, made an

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<sup>1</sup>Edgar Lee Hewett, General View of the Archeology of the Pueblo Region, p. 584.

<sup>2</sup>Omar A. Turney, Prehistoric Irrigation, pp. 12-13.

expedition to the Casa Grande on the Gila River in November, 1694. After his arrival, he was told by the friendly Pima Indians, he found there, about two other friendly tribes who lived to the north and west. These were the Opas and Cocomaricopas.<sup>3</sup> Kino and his companions made an expedition farther west to San Andres where they spoke with members of these tribes. Although their language was different from that of the Pima, their civilizations were similar. They were practicing agriculture; raising cotton for their clothing; and maize, beans, and melons for food. They seemed to have been in the area for hundreds of years.<sup>4</sup>

It seems reasonable to assume that the inhabitants of the lower Aqua Fria River Valley, during the early Spanish period, were of the same tribe or tribes as those to the south of the Salt River. Indian mounds or burial grounds were discovered in the early part of the twentieth century by white settlers near the Buckeye Road, south of Litchfield Park,<sup>5</sup> and fragments of Indian pottery were plowed up in the fields in 1903.<sup>6</sup> These remains of Indian culture were similar to those of the Salt River Valley, indicating that the inhabitants of both regions belonged to

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<sup>3</sup>Herbert Eugene Bolton, Kino's Historical Memoir of Pimeria Alta, p. 50.

<sup>4</sup>Ibid, pp. 126-129.

<sup>5</sup>Personal Interview, E. C. Skelly, October 12, 1947.

<sup>6</sup>Personal Interview, Mrs. Joseph A. Hill, October 12, 1947.

the same or related tribes. The Pima and Maricopa Indians were subject to attacks by the Apaches from farther north, and it is supposed their civilization was destroyed by the Apaches. Thus the way was opened for white settlement throughout the entire area sometime later.<sup>7</sup>

There is reason to believe that a few scattered Mormon settlements existed in this area during the latter half of the nineteenth century. The state of Deseret, organized by the Mormons before 1850, included within its southern boundaries the Phoenix and Litchfield areas. However, this state was not official and in 1850 President Fillmore signed a bill for the creation of the territory of Utah with a southern boundary line on the thirty-seventh parallel, north latitude.<sup>8</sup> Later, in 1873, Utah authorities formed a plan for colonization farther to the south. A pioneer party was sent out, but they became discouraged and returned home. The project was revived in 1876, and two groups were sent out to establish settlements. One of these groups came to the Salt River Valley under the leadership of Lot Smith. This settlement was later known as the Maricopa Stake, north of Phoenix. Another group came to settle in

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<sup>7</sup>James H. McClintock, the historian, told a friend, K. B. McMicken, manager of Goodyear Farms, that he believed the vicinity of Litchfield Park was a white man's country which had never been settled by modern Indians.

<sup>8</sup>James H. McClintock, Mormon Settlement in Arizona, pp. 49-52.

1878, and founded Mesa City, where their descendants live today.<sup>9</sup> Some of the Mormans may have settled on the river farther west extending into the Litchifield area; if so they became discouraged and moved away before 1890. By that time, the land west of the Aqua Fria lay undeveloped and unoccupied; its value unsuspected by the inhabitants of the thriving little city of Phoenix.

White settlers who had made their homes east of the Aqua Fria River during the decade prior to 1900 soon discovered the wealth of pasture for their herds on the open range west of the river, in the region now occupied by Goodyear Farms. As the seasons came and went, the Aqua Fria overflowed its banks when the rains came and drained to a tiny trickle when no moisture fell. Great cottonwood trees grew along its banks, while the desert grasses grew rank in low places. The sage brush and grease wood sprinkled the desert with their colorful dress, and the wild beasts wandered unmolested. But this fertile area was not destined to remain undeveloped by modern man. Settlements were soon begun which became the forerunners of the permanent settlement which is found in the area today.

A short time before 1900, a settlement of Quakers had established themselves on the west bank of the Aqua Fria about one-half mile north of the old Yuma Road. They had

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<sup>9</sup>Hubert Howe Bancroft, Arizona and New Mexico 1530-1888, pp. 530-533.

apparently redug the irrigation ditches left by an earlier civilization for the irrigation of their crops. Water was diverted from the river and pumped into canals with a steam engine. This steam equipment was repaired and used later by Lawrence L. Kriegbaum to pump water for a crop of potatoes.<sup>10</sup>

Bill Moore, an Irishman who claimed to have been one of the Jessie James gang, was the only man living in this area when twentieth century settlers came. No one knew when he arrived, but he had opened a store on the west bank of the Aqua Fria and Buckeye Road. Moore claimed he had seen two other groups of white settlers come into this region only to become disheartened and move on.<sup>11</sup> One of these groups was the Dunkards or River Brethern, who settled along the river and Buckeye Road. They built adobe houses and other buildings. The walls of their houses and a school house were still standing in 1903 when Joseph A. Hill and his wife settled on their land about three miles south of the present site of Litchfield Park.<sup>12</sup> Hill bought one hundred and sixty acres of land which was homesteaded by Alfred L. Bates, who received a patent for it from the United States Government on February 2, 1900, under the Act of Congress,

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<sup>10</sup>Personal Interview, Lawrence L. Kriegbaum, October 11, 1947.

<sup>11</sup>Personal Interview, Mrs. Joseph A. Hill, October 12, 1947.

<sup>12</sup>Personal Interview, Mrs. Joseph A. Hill, October 12, 1947.

April 24, 1820.<sup>13</sup> Bates later sold it to Edmund Elvy, Jr., a single man from Oregon, and Hill, who was also from Oregon, bought it from Elvy in December, 1903, for fifty dollars.<sup>14</sup>

Early trails had been made by traders through this area leading out from Phoenix to Buckeye and Yuma. The old Yuma Road was the nearest to the Joseph Hill land, but the Buckeye Road had the narrowest river crossing and was used the most by them.

Soon, others came into the area to homestead land, including John W. Seargeant and Albert Hill, who obtained land lying west of Joseph Hill's holdings and due south of Litchfield Park. Joseph Hill, John Seargeant, and Albert Hill, in cooperation with several other land owners of the area, dug the first extensive irrigation canal in the community. It was planned to run in a southwesterly direction from the river with the intake located due east of the present site of Litchfield Park. It was later known as the Hill Ditch. They had difficulty with the canal, especially during the rainy season when the river overflowed its banks, because the ditch would fill up with soil and have to be cleaned out. They soon found that in dry seasons, they could not obtain enough water for their needs, therefore, a well was put down on the bank of the river. A steam engine

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<sup>13</sup>Maricopa County Arizona, Deed Book 48, p. 481. (Hereafter cited as Deed Book).

<sup>14</sup>Deed Book 62, p. 528.

was installed to pump the water from the well into the canal. During the early years, Joseph Hill concentrated on producing truck garden vegetables and marketed them in Buckeye with a wagon and team of horses.<sup>15</sup>

In the meantime, David H. Lenox had obtained land farther up the river and lived where Christy Road crosses the Aqua Fria River. He planted a nursery, and diverted the water from the river into ditches for irrigation purposes.<sup>16</sup>

Thus, through the years civilizations had come and gone across this region; yet, at the opening of the twentieth century, no permanent settlement had been made on the land now including Litchfield Park. The reason seems apparent: the difficulty which would be encountered in the irrigation of land several miles away from the source of water.

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<sup>15</sup>Personal Interview, Mrs. Joseph A. Hill, October 12, 1947.

<sup>16</sup>Personal Interview, John W. Seargeant, October 12, 1947.

## CHAPTER II

### ESTABLISHMENT OF FIRST SETTLEMENT

The first attempt to develop the land west of the Aqua River, including the present site of Litchfield Park, was made by an organized group of settlers and speculators, who were interested in obtaining good cheap land, during the early years of the twentieth century. They took advantage of the opportunity to make desert claims on the land offered by a revision of Statute 377 passed by the United States Congress in 1877.<sup>1</sup>

William G. Kriegbaum, a citrus grower from Riverside, California,<sup>2</sup> spearheaded the movement for settlement in the Litchfield area when he came into Arizona in 1908, seeking soil and climate suitable for citrus growth. When Kriegbaum saw this land, he was amazed that such fertile soil near Phoenix, with cattle from the adjacent ranches grazing on the open range, was still unclaimed and undeveloped. After examining the soil, noting its contour, and investigating the climatic conditions, he found that the area was suitable

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<sup>1</sup>Department of the Interior, Statutes and Regulations, Circular No. 474, (Washington Printing Office, 1929), p. 32. (Hereafter cited as Circular No. 474.).

<sup>2</sup>Personal Interview, Lawrence L. Kriegbaum, October 11, 1947.

for his purposes. However, he realized that the development of water would be a major problem since the land lay several miles west of the river. Kriegbaum investigated the topography in the entire area to ascertain the possibility of diverting water from the Aqua Fria River, four or five miles northeast of the location he had selected for his claim. He concluded that the elevation there was sufficient to allow the required fall for water flow by canal to the area.

Kriegbaum became acquainted with David H. Lenox and learned that he could be interested in a plan for building a canal leading from an intake farther north on the river, since his land was too high to be benefited by the Hill "Ditch". Lenox agreed to assist with the project if Kriegbaum was successful in organizing it. Kriegbaum returned to California to interest his friends in the organization of a group to cooperate together in a land development project in Arizona. Desert claims on the land would not be granted until the applicant could show that he had either acquired the right to the permanent use of sufficient water to irrigate and reclaim the land or that he was taking steps to do so.<sup>3</sup> Such a project as Kriegbaum planned required considerable capital investment; therefore, it took more time than he had anticipated to perfect his plans. By late 1909, a group of twenty-one members had been organized to promote

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<sup>3</sup>Circular No. 474, pp. 7-8.

the Arizona irrigation project. Kriegbaum was designated superintendent and Charles E. Newcomer as secretary of the organization.

In the meantime, Lenox had filed on water rights for a Highland Canal Company<sup>4</sup> which he was promoting. The intake was to be about six miles up the river from his nursery. This company was never developed, and he sold his water right to Jacob B. Wagner<sup>5</sup> for fifty dollars in March 1910. When the transfer was made, the point of diversion was changed to a location a mile down the river.<sup>6</sup>

The California settlers arrived in the early part of 1910, to file claims on the land which Kriegbaum had selected. Most of it was subject to desert claim; however, some was "script" land.<sup>7</sup> The first group included Kriegbaum, William J. Morgan, Jim Thompson, and Mrs. Charles E. Newcomer; all from Riverside, California, and Jacob B. Wagner and his nephew, Edward C. Skelly, from Pasadena, California.<sup>8</sup>

Kriegbaum and his wife filed claim on 640 acres of land including that part of the present site of Litchfield

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<sup>4</sup>Deed Book 84, p. 253.

<sup>5</sup>Wagner was one of the original California group who came into Arizona in 1910.

<sup>6</sup>Deed Book 84, p. 253.

<sup>7</sup>Land obtained in exchange for railroad script.

<sup>8</sup>Personal Interview, Lawrence L. Kriegbaum, October 11, 1947.

Park west of Litchfield Avenue.<sup>9</sup> They also bought script from the Santa Fe Railroad Company to obtain forty additional acres adjoining their claim. Other members of the group filed claim on the selected land in the surrounding area which would be benefited by the proposed canal system.

Immediate steps were taken to secure the necessary rights which would enable the company to begin work on the development of a canal. A reservoir site was selected by the directors for the purpose of impounding water from the flow of the river one and one-half miles northeast of the site. Notice of their claim was posted near a stone marker which contained a written statement of the claim.<sup>10</sup>

The Avondale Water Company, a corporation organized for the purpose of delivering water for irrigation to the settlers in the Avondale area southeast of Litchfield Park, had already obtained water rights on the flow of the river;<sup>11</sup> subsequently, they were interested in securing a suitable reservoir site farther north. Louis Melczer, vice-president of the corporation, chose the same site which had been selected by the Air Line Water Company. Coincidentally, Melczer and Kriegbaum started to Phoenix on the same day to file their claims. Fortunately, for the Air Line Company,

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<sup>9</sup>Deed Book 113, p. 212.

<sup>10</sup>Personal Interview, Lawrence W. Kriegbaum, October 11, 1947.

<sup>11</sup>Maricopa County, Arizona, Canal Book 2, pp. 215, 216, 217. (Hereafter cited as Canal Book 2).

the Melczer car stuck in the Aqua Fria River; while Kriegbaum, who was driving a horse, drove safely across the river and reached Phoenix to file his claim fifteen minutes before Melczer's arrival.<sup>12</sup> As a result, rights to the reservoir site were granted to the Air Line Company, March 29, 1910.<sup>13</sup> The water rights, including the appropriation of 10,000 miners inches,<sup>14</sup> which Wagner had obtained from Lenox in March, were deeded to the company June 29, 1910.<sup>15</sup> On the same day, the Air Line Water Company was incorporated in the state of Arizona with Jacob B. Wagner, W. J. Morgan, W. G. Kriegbaum, Edward C. Skelly, and D. H. Lenox designated as acting directors until their successors were elected, the second Tuesday in April, 1911.<sup>16</sup> Now the organization was entitled to acquire and control the use of ditches, canals, aqueducts, dams reservoirs, pumping plants, and all easements and rights in respect to water and its uses, and rights of water appurtenant to any lands in the area. A capital stock of 5,000 shares at ten dollars per share was authorized; the conditions to be determined by the board of directors.

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<sup>12</sup>Personal Interview, Lawrence L. Kriegbaum, October 11, 1947.

<sup>13</sup>Canal Book 2, pp. 225, 226.

<sup>14</sup>A miners inch is a measure of water equal to the quantity discharged in twenty-four hours through a circular opening of one inch in diameter, leading from a reservoir under the least pressure.

<sup>15</sup>Deed Book 84, p. 253.

<sup>16</sup>Maricopa County, Arizona, Articles of Incorporation Book 49, p. 594.

They adopted a plan whereby the members assumed financial responsibility for the development in lieu of the issue of shares of stock. Assessments were made on the members according to the acreage of land each held. A majority of the members who filed desert claims did not establish residence on their land, but returned to California. Under these conditions, the directors agreed to accept labor as well as cash on assessments. This method of promotion was successful for a few years, but later dissatisfaction arose between the resident and non-resident members, resulting from the use of the labor and cash payment method.<sup>17</sup>

Activities were begun on the Air Line Canal in the summer of 1910. Its course lay in a southwesterly direction from the intake on the site of the reservoir<sup>18</sup> to a wash west of Litchfield Park. The canal was of dirt construction approximately eight feet wide and five feet deep, with a fall of less than three feet per mile.<sup>19</sup> It was dug by the use of a ditch digger, with an elevator attachment to remove the dirt, pulled by ten mules. The northern part of the canal passed through rugged terrain where caliche rock was struck.

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<sup>17</sup>Personal Interview, Mrs. Charles E. Newcomer, October 25, 1947.

<sup>18</sup>The reservoir site was located in Section 13 T. 2N., R.1W. on land deeded to the company by Jacob B. Wagner.

<sup>19</sup>The plan was to keep the contour of the land high for citrus growth.

This was a calcium carbonate formation usually found in arid regions. Regardless of the slow progress, the work was continued until its completion in 1911. Then laterals were dug down the section lines to make water available to each tract of land. Every land owner dug ditches from the laterals to his own claim. As development increased there was a demand for a greater supply of water than could be obtained from the flow of the river, which resulted in the digging of the first well to supplement it. It was located south of the intake near the bank of the river and a Bessimer engine was installed for pumping. When the well was dug the water table was thirty-two feet and the water level rose to sixteen feet. After more land was put under cultivation two other wells were dug to supply the ever increasing demand for water.

The clearing and leveling of the land was a tremendous task. The first process was to break the brush which partially covered the land. To accomplish this, railroad rails drawn by five brood mares were dragged over the land. The brood mares were obtained from a Mr. Cassion who lived east of the river on Buckeye Road; he raised mules for railroad contract work on the Arizona Eastern railroad being built near his home. The next operation was to grub out the roots and pile and burn them. Most of the settlers obtained Yaqui Indians from Yaqui Village for this work. The Yaquis had fled from Sonora, Mexico in large

numbers about 1900, and settled in villages near Guadalupe and Scottsdale, Arizona.<sup>20</sup>

In 1911 Lawrence L. Kriegbaum, son of W. G. Kriegbaum, came to join his father in development activities. They made their headquarters on the Lenox place about five miles south and east of their land, and lived in a tent. There were no roads across the desert so they made their own trails. After they had cleared a part of their land, a small frame house was built for temporary use. This house, located on the northeast corner of Section twenty-eight, was the first building on the present site of Litchfield Park. Soon after its completion, however, it was demolished by a wind and hail storm, which Lawrence Kriegbaum described as a tornado. Several thousand adobe blocks which had been made for use in building a permanent dwelling were also destroyed by flood waters from the Air Line Canal.

The Kriegbaums were not discouraged; they made more adobe blocks and erected a six-room Spanish type ranch house. The first well for domestic use in the community was dug on the Kriegbaum land near the house. Later, the home site was further improved by the installation of a windmill and a water tower and tank for water pressure.

The Kriegbaums did not find life easy here on the desert in the early years after their arrival. They suffered

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<sup>20</sup>Edward H. Spicer, Pascua, A Yaqui Village in Arizona, pp. 17-20.

No. 1



The Kriegbaum House

No. 2



The First Well

inconveniences and danger to which they were unaccustomed.

Most of the settlers did general farming on their cleared land; the principal crops were grains and sorghum. Kriegbaum soon began experimenting with other crops and with fruits. He planted several kinds of fruit trees, peaches in particular, and started a deciduous fruit tree nursery. By 1914, he had his first test plot of citrus trees growing; but unfortunately, the winter weather was unusual and on January 6, 7, and 8 a cold snap froze the trees.<sup>21</sup> As a result, he gave up the idea of citrus production here. Following this, he experimented with the growth of Pima cotton; but the results were unsatisfactory because jack rabbits ate up the crop. He could not foresee the possibilities of cotton production as it was later developed in the area.

The difficulties and experiences of the Kriegbaum family were typical of the other settlers in the area. Some of the other company members, who remained here to make their homes, were William J. Morgan, Jacob B. Wagner, Edward Skelly, and his sister, Mary Skelly. Morgan's claim was due east of the Kriegbaum land. It included the present site of the Litchfield public schools. His house was erected one-half mile east of the school buildings. Morgan cleared his land and put part of it under cultivation for general farming

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<sup>21</sup>Personal Interview, Lawrence L. Kriegbaum, October 11, 1947.

purposes. He was very active in the work of the Air Line Water Company, and took great interest in the development of the whole area. Jacob B. Wagner filed claim on 320 acres southeast of Morgan's land near the Aqua Fria River, where he built a nice ranch type house which is still standing. Edward C. Skelly filed claim on land west of Wagner, but later relinquished it and obtained land farther to the south and east where he still resides. However, he cleared his land preparatory to raising cotton and maize, built a one-room house to shelter his tools, and dug a well, which was located where the present stockyard is. His sister, Mary, filed on the 320 acres that included the present site of the Wigwam,<sup>22</sup> but she became dissatisfied and relinquished her claim to it in 1913.<sup>23</sup>

During the first years of the development, the settlers had very little contact with the surrounding areas, but later roads and other facilities were improved. The nearest store was that of Bill Moore on the Buckeye Road. Their mail was carried by stage and left at the store, where each person obtained his own letters from the mail bag whenever he chanced to be there. Sixty-six foot roads were laid out along section lines to the east and south. Kriegbaum moved his line back several feet farther than was required,

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<sup>22</sup> Goodyear resort hotel.

<sup>23</sup> Personal Interview, Edward C. Skelly, October 12, 1947.

for he believed the area would be important in the future. These roads were scarcely more than trails and became almost impassable during the rainy seasons, which often came in September and November. At these times, the Aqua Fria River would overflow its banks and become one quarter of a mile wide in places, and impossible to cross anywhere.<sup>24</sup> Those who lived in the flooded area suffered severe flood damages during these seasons, and finally moved or rebuilt their homes on higher ground.<sup>25</sup> Transportation was improved when the Arizona Eastern Railroad was built in 1910 from Phoenix across the Aqua Fria to Hassayampa.<sup>26</sup> A year or two later, a bridge was built over the river crossing on the Buckeye Road, affording travel connections to the east at all times.

Thus, in a period of a few years, approximately 5,000 acres of desert land, in the Litchfield Park area, was developed through the promotion of William G. Kriegbaum, and later became one of Arizona's outstanding agricultural districts, known today as the Litchfield Ranch, under the management of Goodyear Farms.

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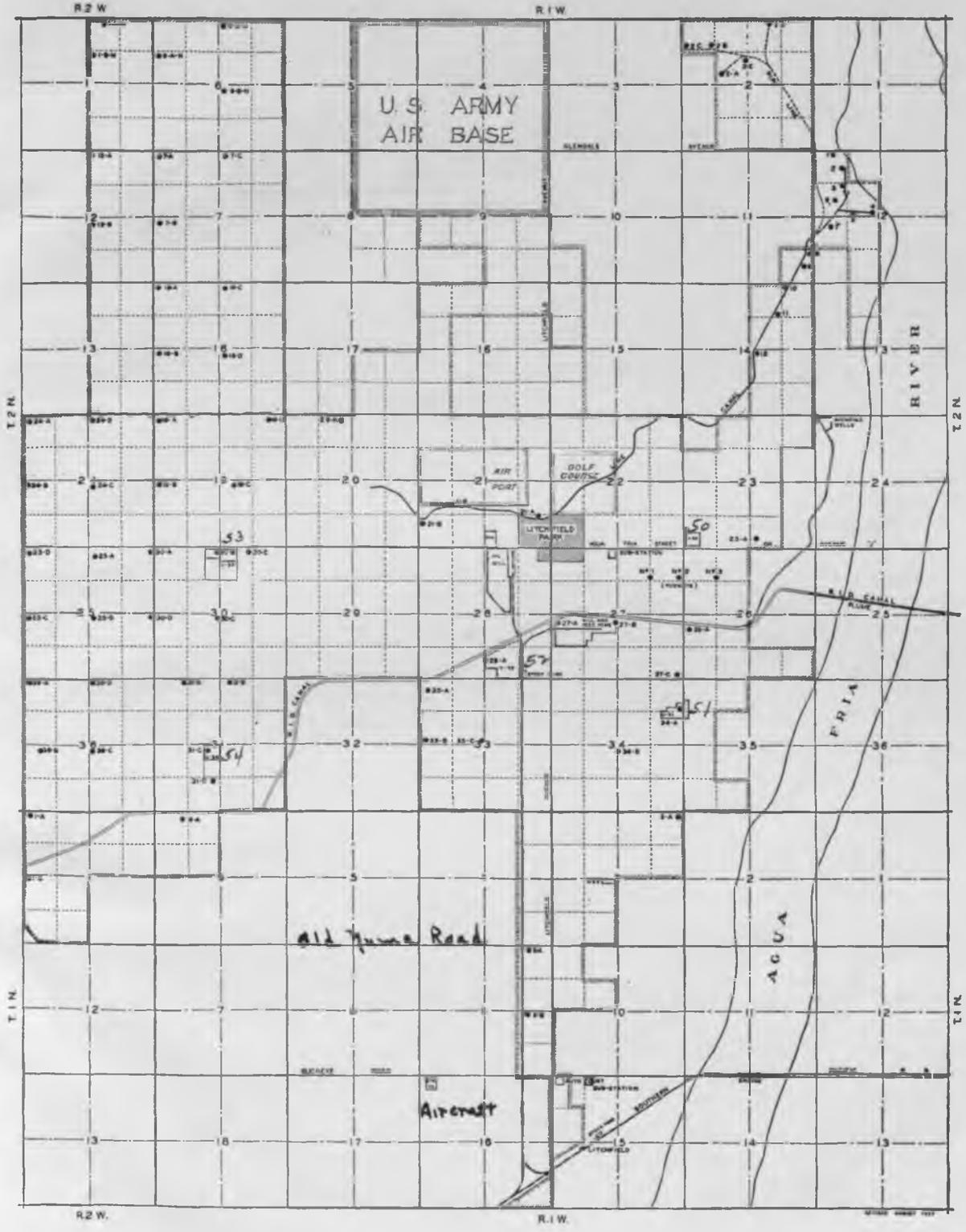
<sup>24</sup>Personal Interview, Edward C. Skelly, October 12, 1947.

<sup>25</sup>Personal Interview, Mrs. R. E. Roberts, November 25, 1947.

<sup>26</sup>Letter, L. H. Timble to Susan M. Smith, Phoenix, Arizona, October 18, 1947.

# LITCHFIELD RANCH

LITCHFIELD PARK, ARIZONA.  
SCALE OF FEET



## CHAPTER III

### GOODYEAR FARMING ACTIVITIES

During the first World War, the Goodyear Tire and Rubber Company began one of the Southwest's greatest agricultural developments in the Salt River Valley. Millions of dollars were invested. The project absorbed practically all of the recently developed land west of the Aqua Fria and expanded it to approximately 18,000 acres. An outstanding industrialist, Paul W. Litchfield, applied the methods of industry to the business of farming and was responsible for the success of the enterprise. His ideals and ideas culminated in the apprenticeship Farm Colonization Plan which gave away nothing but provided opportunity for many.

After the outbreak of World War I, in 1914, it became difficult to exchange goods with European nations. Trade with Egypt and the Mediterranean countries was entirely eliminated by the German U-Boats. Manufacturers who were dependent on raw materials from abroad were forced to seek new sources of supply. The Goodyear Tire and Rubber Company, no longer able to obtain a special type of long fiber cotton from Egypt in the manufacture of pneumatic truck tires, might have turned to the use of Sea Island Cotton from the islands of Florida, Georgia and the

Carolinas, but the crop of 1916 had been almost entirely destroyed by the Mexican boll weevil. Fortunately, experiments by the United States Department of Agriculture with Pima Cotton, a long staple variety, revealed that it could be grown with best results in the arid regions of the southwestern states where climatic conditions similar to those of Egypt existed. As a result of an investigation of these experiments, Goodyear created an enterprise in Arizona to grow long staple cotton for use in their tires.<sup>1</sup> The Salt River Valley was selected for this agricultural investment. Agents were sent into the valley in 1916 to buy or lease land. Subsequently, several thousand acres were purchased near Chandler, later known as the Goodyear Ranch; large acreages were acquired in the Marinette area; and approximately 12,000 acres were purchased west of the Aqua Fria river, which are now included in the Litchfield Ranch.

Meanwhile the members of the Air Line Water Company had become discouraged and disunited. Their plans for citrus production had been abandoned because of the unsatisfactory results obtained. Financing difficulties had developed because of differences of opinion on the method of payment by the members, and disagreements were arising in connection with the future improvement of the irrigation facilities. Kriegbaum, one of the most progressive members,

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<sup>1</sup>Personal Interview, Kenneth B. McMicken, December 6, 1947.

favored the plan to bring in electric power at two cents per kilowatt from Glendale for pumping power; while other members of the Air Line Company, especially those residing in California, favored the continued use of gasoline engines. Consequently, when agents<sup>2</sup> contacted the land owners they found a majority of them willing to sell without questioning them concerning whom they represented. Most of the early purchases were acquired for twenty-five dollars an acre.<sup>3</sup> William J. Morgan and his wife, Mary, sold their land on January 25, 1917, and the Kriegbaums sold two days later.<sup>4</sup> Most of the members of the Air Line Company sold to Goodyear during the same year. Thus by the end of 1917, the enterprise had acquired approximately 14,000 acres, including all of the present townsite of Litchfield Park. As soon as it became known that the agents represented a large corporation, the land became more difficult to obtain and owners held out for higher prices. As a result, when the company needed land later for a railroad spur they paid an average of two hundred and twenty-five dollars an acre for it.<sup>5</sup>

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<sup>2</sup>The principal agents were J. R. Loftus and a Mr. McDevitt.

<sup>3</sup> Personal Interview, Lawrence L. Kriegbaum, October 11, 1947.

<sup>4</sup> Deed Book 120, pp. 413, 482.

<sup>5</sup> Personal Interview, John W. Seargeant, October 12, 1947.

After sufficient acreages had been acquired, the Southwest Cotton Company, a subsidiary of Goodyear Tire and Rubber Company, was organized with a capital stock of \$1,000,000, and incorporated under Arizona State Laws to operate the enterprise.<sup>6</sup> Grantors of deeds to the land, made out earlier to Goodyear, were asked to make new deeds to the subsidiary.<sup>7</sup> Headquarters for the newly organized company were established in Phoenix, since that city was centrally located with respect to the land which had been purchased. Francis A. Seiberling became the first president of the organization, with Edward F. Parker, vice-president and manager.

Paul W. Litchfield planned the pioneering steps in the Arizona Egyptian Cotton industry when the Goodyear Tire and Rubber Company was in dire need of a certain type of long staple cotton in order to be able to continue its production at a time when the government needed it most. Litchfield was born in Boston, Massachusetts, in 1875, of old Yankee stock. He was given an unparalleled educational opportunity. He chose the field of chemical engineering and he was particularly attracted by the new possibility of rubber. His first job after graduation from the Massachusetts Institute of Technology in 1896 was to make bicycle tires, but he soon shifted his attention to automobile tires. In

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<sup>6</sup>Southwest Cotton Company, Annual Report, 1919, p. 9. (Hereafter cited as Goodyear, Annual Report).

<sup>7</sup>Deed Book 120, p. 482.

1899 he designed the first pneumatic tires for the Fifth Avenue busses of New York City. An opportunity came in 1900 to become superintendent of the newly organized Goodyear firm in Akron, Ohio. This position was accepted and he later advanced to factory manager, then vice-president, president and board chairman of the great organization. His responsibilities increased as his advancement progressed and, as president, he finally planned and directed the operation of a world wide enterprise.

After the crisis of World War I had been met, Litchfield continued to support the Arizona project. His special emphasis on the development of the area which now bears his name has resulted in the growth of an entire community that owes its existence and many advantages to his ingenuity and foresight.

During the years between World War I and World War II, Litchfield became interested in the improvement of world communication and directed the attention of his company in a sustained effort to advance air transportation which made it possible for rapid expansion in airship activity when World War II came. By this time Litchfield had retired from the presidency of Goodyear Company, but had retained the position of board chairman. Under his guidance the Goodyear Aircraft Corporation was organized and extended, and its war record speaks for itself.<sup>8</sup>

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<sup>8</sup> Paul W. Litchfield, Autumn Leaves, (foreword by J. C. Hunsaker), pp. 13-17.

In the meantime, Litchfield became attached to the area now known as the Litchfield Ranch, or Goodyear Farms, and became president of the Southwest Cotton Company in 1925. He was responsible for concentration on this ranch, after the need for long staple cotton subsided, and for the program of diversified farming under which it operates today. So intense was his interest that he purchased land north of the ranch for the purpose of establishing a personal estate there. Preliminary work was begun on it in 1920. Large quantities of soil were trucked to the top of a rocky knoll where Litchfield planned a beautiful garden spot as a setting for his winter home. It was not until 1927 that a large Spanish type house was built on the knoll. Three attractive guest houses have been built in addition to the original building and the grounds have been exquisitely landscaped with flowers, shrubs, and rock gardens. An observation tower with winding stairs to its top enables the visitor to view the magnificent scenery of the entire valley. The estate has been named La Loma, but many refer to it as "The Hill."<sup>9</sup>

Before operations were started in the Litchfield area, a small camp called Algodon was set up one mile east of the present townsite on the location of the later labor camp 50. Temporary buildings were erected for a company

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<sup>9</sup>Raymond, Carlson, "Litchfield Ranch," Arizona Highways, XVI, No. 10, (October 4, 1940), p. 4.

store and mess hall and a few cabins were built to house the laborers. The first engineers, with A. L. Harris in charge, made their headquarters at this camp for a short time. There were eight in this group; John W. Padgett, the head of the present engineering department was one of them. Soon after the Kriegbaum homesite was purchased, the engineers moved their headquarters there, where they had ample quarters for their needs and an abundant water supply.

The gigantic task of preparing the land for the first crop was begun in January 1917. The land now included in units 50, 51, and 52 on the east side of the ranch was developed first. Land which had not been cleared by the previous settlers was now cleared and the topography of the whole area was taken in preparation for leveling. Shattuck and Nimmo, contractors with headquarters at Bakersfield, California, did the first leveling which required fresnos or scrapers pulled by mules; but they sold their equipment to the Southwest Cotton Company, later in 1917, and the leveling continued under its management. While the clearing and leveling processes were progressing, Goodyear sent Kenneth B. McMicken, the present farm manager, to Egypt to study the various phases of cotton production and cultivation.<sup>10</sup>

McMicken had owned and operated a fruit farm on the shores of Lake Ontario in western New York for thirteen years

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<sup>10</sup>Personal Interview, Kenneth B. McMicken, December 6, 1947.

before he came to Arizona in October 1917 to inspect the soil and climate before he sailed for Egypt. McMicken found that the soil, terrain, and climate of Egypt were all different from those in Arizona; but he observed and studied the Egyptian principles of cotton culture and the methods of applying them. When he returned to the Litchfield Ranch in February 1918 in the capacity of a farm foreman, he applied the Egyptian principles which seemed best adapted to the Southwest. Preparations were made to cultivate 3,500 acres of the new land the first year--a part of which was planted to a new variety of long staple cotton, a combination of American and Egyptian stock, known as Pima.<sup>11</sup>

In the fall of 1917, a decision was made by company officials to move the entire labor camp from Algodon to the Kriegbaum homestead on the present site of Litchfield Park, and additional buildings were erected to facilitate farming activities. Two employee houses were placed end to end to provide room for the company store. It was located a little west of the present intersection of Litchfield Avenue and Aqua Fria Street. When business increased, it was enlarged by addition of another employee house to form a T-shaped building. William W. Burke was the first manager of the store in the new location. An increase in the number of employees during the first summer necessitated the building

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<sup>11</sup>Exact number of acres in cotton unobtainable.

of a number of temporary houses for living quarters. They were constructed in rows running east and west and located across the road from the engineers headquarters. These houses were made in two sizes--ten by twelve feet and fourteen by twenty feet. A small field office building was placed on the present site of the filling station; and buildings were erected for a warehouse, machine shop, carpenter shop, and a blacksmith shop during the first year's activities.<sup>12</sup>

Cotton production was rapidly increased after the first year. However, results showed that the soil on the ranch lacked humus, which held moisture in the ground, and a crop rotation plan was adopted after 1918 to improve yield per acre. The cotton acreage for 1918 was 2,700 acres as compared to 1,000 acres of alfalfa, and 700 acres of summer crops, but the cotton yield was low. Consequently, the following year all new land was seeded to alfalfa and also all old land which had produced less than one-half bale of cotton per acre.<sup>13</sup> Ultimately, the land produced good yields and the cotton produced became the highest grade cotton in the world.<sup>14</sup>

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<sup>12</sup>Personal Interview, Clifton C. Hall, December 6, 1947.

<sup>13</sup>Goodyear, Annual Report, 1919, p. 15.

<sup>14</sup>Raymond Carlson, "Litchfield Ranch," Arizona Highways, XVI, No. 10, (October 4, 1940), p. 4.

Charles H. Waterhouse became plantation superintendent in 1919. Under his supervision the east side of the ranch was divided into units 50, 51, and 52 and developments were started on the west side which were later designated as units 53 and 54. Under the crop rotation plan, there were large acreages of alfalfa in the early years which afforded pasture for approximately 4,000 head of cattle owned by Babbitt and Doyle Cattle Company. All pasture and feed were sold to the cattle company under contract for a term of five years. After the expiration of the contract, it was not renewed, but cattle were purchased by the Southwest Cotton Company to consume the feed and pasture. This practice was more profitable since it provided beef for the market and helped to enrich the soil. By 1920, additional purchases had increased the total acreages of the project to 18,000 acres and 10,500 acres were in production with 3,600 acres planted to cotton.<sup>15</sup>

In the meantime, the engineers were perfecting plans which would furnish sufficient water for the irrigation of approximately 11,000 acres.<sup>16</sup> At the outset, the water rights in the Aqua Fria were obtained from the Air Line Water Company.<sup>17</sup> The Air Line Canal became the center of

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<sup>15</sup>Goodyear, Annual Report, 1920, p. 9.

<sup>16</sup>Personal Interview, John W. Padgett, October 1, 1947.

<sup>17</sup>Deed Book 150, p. 75.

the irrigation system on the east side of the ranch, and its water supply from the intake on the river and the three wells near the river were supplemented by the drilling of additional wells. The canal was improved with concrete sides and the existing irrigation ditches were extended to the land under cultivation. The development of the west side was entirely dependent on irrigation water from drilled wells. By 1919 twelve wells had been drilled there and in 1920 nine new wells were drilled and equipped in order to provide sufficient water for production. The Air Line Canal was extended, at this time, to a point one and one-half miles southwest of its original terminus and its water supply supplemented by an additional well. As the enterprise expanded, a network of well planned irrigation canals, supplied by an ever increasing number of wells, was built to satisfy its needs.

In 1928, the Southwest Cotton Company was deprived of the use of the gravity water from the Aqua Fria as a result of the construction of the Carl Pleasant Dam, approximately twenty-five miles to the north. This was a heavy loss of water supply, especially to the east side of the ranch; and it was necessary to purchase more water-bearing land to supplement the meager supply remaining with the subsequent drilling of additional wells. This loss was sustained by the Southwest Cotton Company through the action of the Beardsley Land and Investment Company, which owned ranching properties north and west of the Litchfield area.

The Beardsley Company had obtained the site of an old stone mason dam across the river which had been built about 1900, and which had partially washed away.<sup>18</sup> In 1910, W. H. Beardsley obtained water rights for the appropriation of the natural flow and flood water of the Aqua Fria, at the point where he wished to rebuild the dam, for the purpose of impounding the waters for irrigation, milling, mining, manufacturing and for domestic uses.<sup>19</sup> Early attempts to sell bonds to provide for the financing of the dam were a failure, but Beardsley continued his efforts and was later able to obtain the financial support of the Maricopa County Municipal Water Conservation Corporation for the project that is known as the Carl Pleasant Dam. This resulted in the impounding of the flow of gravity water in the Aqua Fria River and thereby terminated the supply formerly diverted by the Southwest Cotton Company. Consequently the Southwest Cotton Company filed suit in the Superior Court of Maricopa County against the Maricopa County Municipal Water Conservation District No. 1 and the Beardsley Land and Investment Company for the purpose of enjoining the dependants from storing and using for irrigation certain waters of the Aqua Fria. A judgment was finally rendered granting an injunction against

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<sup>18</sup>Personal Interview, W. Newell Kring, December 22, 1947.

<sup>19</sup>Canal Book 2, p. 221.

the defendants, but they appealed the case to the Supreme Court of the State of Arizona where the decision was reversed in 1931.<sup>20</sup>

The real question involved in the case was the law applicable to the relative right to the ownership and use of the subterranean water of the state as against those of surface water. The plaintiff could not prove that the appropriated waters were subterranean waters flowing in a definite known channel. Therefore under both common and civil law, all rights to such waters belonged to the owners of the soil.

The Roosevelt irrigation District, a commercial corporation which organized and contracted for the use of the Avondale Ditch<sup>21</sup> in 1916 for the purpose of supplying water to land lying west of Avondale, was not able to get into operation until they could obtain the right of way through the land belonging to the Southwest Cotton Company.<sup>22</sup> There was some reluctance on the part of the Cotton Company to grant this right of way since it divided the plantation, and would not be of much benefit to it because the topography of most of the land was too high. However, an agreement was finally reached in 1923, by which the irrigation

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<sup>20</sup>Arizona Reports, 39, pp. 65-106.

<sup>21</sup>Supra, Chap. II, p. 4.

<sup>22</sup>Personal Interview, John P. Van Denburgh, Superintendent of Roosevelt Irrigation District, Buckeye, Arizona.

district received the right of way and the cotton company was to obtain water rights for forty acres of land in the southwestern section of the ranch.<sup>23</sup>

Rapid development of irrigation water for such large acreages as were placed in production on the Litchfield Ranch would have been almost impossible without electric power. A contract was made in 1918 with the Salt River Water Users Association at Phoenix by which electric energy for pumping and lighting was to be obtained. The Southwest Cotton Company built its own lines from Phoenix, and developed a twenty-five cycle transmission system on the ranch.<sup>24</sup> By 1924, more electric energy was needed than could be obtained from the Salt River Water Users and a contract was obtained with the Central Arizona Light and Power Company to furnish electricity for all purposes on the Litchfield Ranch, but not to exceed 1350 KWH. Later the lines from Phoenix to Litchfield Park were purchased by the power company, but the Southwest Cotton Company continued to own and maintain its own transmission system on the ranch. In order to avoid a possible shortage of electric energy resulting from the lack of water at the Roosevelt Dam, a twenty-five cycle Diesel plant was installed in 1933 with a capacity of 400 KWH.

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<sup>23</sup>Personal Interview, W. Newell Kring, December 22, 1947.

<sup>24</sup>Personal Interview, Clifton C. Hall, December 6, 1947.

The need for ginning and milling facilities was anticipated by the company at the outset. A six-stand gin was installed on the ranch in 1918, but the increase in production was so great that it was remodeled and enlarged to a ten-stand gin in 1920. All of the ranches were served by a six press cotton oil mill built in Phoenix in 1918-1919. It, too, was enlarged in 1920 to a capacity which could handle 124 tons of cotton seed a day. This improvement made the mill one of the largest in the Pacific coast area.<sup>25</sup> Cotton acreages were doubled in 1920 as a result of the increase in the price of cotton products. In 1918 Pima cotton sold for sixty-nine cents per pound and by 1919 it had reached seventy-eight cents per pound.<sup>26</sup> Prices continued to go higher in the early part of 1920. Cotton seed prices advanced from eighteen to twenty-eight dollars per ton during that year.<sup>27</sup> Unfortunately by 1921, prices of farm products crashed downward. Pima cotton sold for an average of forty cents per pound, while short staple cotton sold for only thirty-two cents per pound.<sup>28\*</sup> This trend continued in 1923 and resulted in the curtailment of cotton production by the Southwest Cotton Company as well as in the

<sup>25</sup> Goodyear, Annual Report, 1920, p. 9.

<sup>26</sup> Goodyear, Annual Report, 1919, p. 70

<sup>27</sup> Goodyear, Annual Report, 1920, p. 3-5.

<sup>28</sup> Goodyear, Annual Report, 1921, p. 62.

\* These prices differ from cotton price listed quotations in the University of Arizona Extension, University Circular No. 59, 1929.

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entire Salt River Valley. As a consequence the Phoenix oil mill was sold in 1923, but later in 1929 the J. G. Boswell Company, a privately owned enterprise purchased land from the Southwest Cotton Company on the Litchfield Ranch, near the railroad terminus for the purpose of building a \$125,000 oil mill in which the cotton company retained an option to purchase at any time prior to February 6, 1934.<sup>29</sup> The option was not taken up, and subsequently, the mill became the first and only privately owned business on the Litchfield Ranch.

Since the Southwest Cotton Company project could not furnish a sufficient supply of a long staple cotton, for the Goodyear Tire and Rubber Company from its own ranches during the first year, a cotton buying department was set up in 1917 in Phoenix for the purpose of buying cotton from the Salt River Valley farmers. It was known as the Sarvival Department, the name originating from the first few letters in each of the words of Salt River Valley. This general department was discontinued in 1920, but a small four-man department was created at the Litchfield Ranch on March 15, 1920,<sup>30</sup> in order to secure the good will of the farmers of that area. To coincide with this department, another program, that of producing pure planting seed for Pima Cotton as well

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<sup>29</sup>Goodyear Annual Report, 1929, pp. 3-4.

<sup>30</sup>Goodyear, Office Records, Litchfield Park, Arizona.

as for other crops, was begun in 1920. The plan benefited other farmers of the area as well as the Litchfield Ranch. The ranch has continued to maintain a high position in this field throughout its years of production.

The need for better transportation facilities was keenly felt during the first years of operation; however, this was solved in part by the improvement of roads; but the greatest asset was the railroad spur which was built from the Arizona Eastern Railroad through the ranch and terminating at the camp. When activities were begun in 1917, all lumber, machinery, equipment, and supplies were hauled by mule freight trains from Avondale over a rough dirt road. As soon as it was possible, the road was improved, and others were built extending through the land; but this slow uncertain method retarded the progress of the work. The solution was a railroad spur. To build it involved the problem of obtaining right of way through land which had not been included in the original purchases. The land needed was that owned by John Seargeant and Albert Hill. They finally agreed to sell for \$250 and \$200 per acre respectively. The Arizona Eastern agreed to lay the track under a contract providing that they could purchase a fifty foot right of way through the ranch. This transaction was made May 24, 1920.<sup>31</sup> The

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<sup>31</sup>Deed Book 149, p. 341.

track was completed and the first train came into camp on July 31, 1920.<sup>32</sup> It was used for freight service only, but it facilitated shipping which made development more rapid.

The problem of obtaining sufficient labor for this vast enterprise was one of great importance from the beginning of operations in the Salt River Valley. It was simplified in a measure by the comparatively close proximity to Mexico and to other areas where seasonal work predominate. The first laborers were Mexican aliens obtained by the Southwest Cotton Company for a six month period under special agreement in 1917. They were imported under bond by permission of the immigration authority. Representatives of the company were sent into Mexico to pick the laborers. After their selection they were transported by the train load and distributed to the three ranches operated by the Southwest Cotton Company. Their wages were determined by the local wage scale ranging from one dollar to two dollars and fifty cents per day.<sup>33</sup> Some of the first laborers remained on the Litchfield Ranch and later became citizens of the United States. Others were granted an extension of time if they wished to remain longer, while the remainder returned to Mexico.

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<sup>32</sup>Letter, L. H. Trimble to Susan M. Smith, Phoenix, Arizona, October 18, 1947.

<sup>33</sup>Personal Interview, W. Newell Kring, May 13, 1948.

As cotton production was expanded, Mexican laborers were obtained through the Arizona Cotton Growers Association under immigration authority.<sup>34</sup> During 1928 a maximum of three hundred and seventy-five laborers were employed on the Litchfield Ranch. They received a steady wage and living quarters in the labor camps which had been established on each farm unit. By 1934, the demand for laborers had decreased because of cotton acreage reductions.

During the second World War Mexican laborers entered the United States by international agreement. In order to be admitted they were required to register in Mexico as an unemployed person. Laborers who desired work in the United States came to the registration centers from all parts of Mexico. Here they were selected by representatives of enterprises wishing to employ them for one year. Later the time was extended to two and three years.<sup>35</sup> The Southwest Cotton Company made no contracts with their laborers which they obtained through the Southwest Cotton Growers Association under the supervision of the War Foods Administration. Salaries were fixed to the average of local salaries for different types of labor ranging up to seven and eight dollars per day. In 1943 a maximum of four hundred and forty-five Mexicans were employed during the year on the

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<sup>34</sup> Personal Interview, Kenneth B. McMicken, May 12, 1948.

<sup>35</sup> Mexican Consulate, Files, (39 West Adams, Phoenix, Arizona).

Litchfield Ranch. As an increased number of laborers were needed during the last years of the war, German and Italian prisoners of war were obtained during the harvest season.<sup>36</sup>

Notwithstanding these ready sources of labor supply, the cotton company has sustained heavy losses during the harvest seasons due to labor shortages. At these times labor was recruited from neighboring states to complete the harvest of crops. Fortunately, the Southwest Cotton Company has had no violence because of poor relationship with labor unions.<sup>37</sup> Some of the skilled workers employed are members of the American Federation of Labor,<sup>38</sup> while others are not affiliated with any union. There is no discrimination among employees because of union membership, both union and non-union workers are employed freely.<sup>39</sup>

With the influx of laborers and skilled workers to the area, there was a demand for fresh milk, which led to the establishment of a small dairy near the ranch to supply the need. In 1917, Max Rothplatz had leased Section 34, which was then State School Lands, two miles southwest of the site of the first Litchfield Camp. He and his wife, both

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<sup>36</sup>Personal Interview, Kenneth B. McMicken, May 12, 1948.

<sup>37</sup>Personal Interview, W. Newell Kring, December 22, 1947.

<sup>38</sup>Personal Interview, Clifton C. Hall, December 6, 1947.

<sup>39</sup>Personal Interview, Charles Walker, February 12, 1948.

Swiss Germans, took advantage of the opportunity offered by the demand for dairy products by building up a herd of thirty Holstein Fresian cows. Rothpletz used an open corral for milking purposes and built a milkhouse in which he installed a cooling system. Milk was sold to the company store at Litchfield Camp, and to the Mexicans from ten gallon' cans at the labor camps. Rothpletz delivered the milk with a spring wagon drawn by two small ponies. He had no competition at first; but later a Mr. McMinn started an Ayrshire dairy closer to Litchfield, and the Rothpletz business decreased. Consequently, when the Southwest Cotton Company offered to buy the Rothpletz equity in the state lands in 1920, he was willing to sell.<sup>40</sup> Later, in 1920, the company built a completely modern dairy on the leased land obtained from Rothpletz;<sup>41</sup> they eventually bought this land, but later sold the rough undesirable parts of it.

Another important facility was added to the ranch in 1919. The Mountain States Telephone Company built a line from Phoenix to the area, then the Southwest Company built its own lines through the ranch, and installed the switch board at the company office. There was no night service through the switch board, but patrons had dual service, which enabled them to call through Phoenix.

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<sup>40</sup>Letter, Max Rothpletz to Susan M. Smith, Glendale, Ariz. January 18, 1948.

<sup>41</sup>Goodyear Office, Records, 1920.

Following the decline of farm prices in 1921 and the subsequent reduction in cotton acreage, the production of alfalfa and summer crops was increased for a time. There was less demand now for the long staple Pima cotton, since it was again available on the markets of the world. The ranch management turned to the production of Acala cotton (a short staple variety) which could be produced more economically than Pima cotton. More time was taken for improvement of varieties. During the more prosperous period of 1923-1928, cotton acreages were again increased reaching a total of 7,000 acres. A small citrus orchard was begun during this period which has been increased to approximately 200 acres.<sup>42</sup>

By 1928, the Southwest Cotton Company had begun to lease most of its land on the Goodyear and Marinette ranches, and therefore turned its attention more directly to the Litchfield ranch in which Paul W. Litchfield took a personal interest. The main office was moved from Phoenix to Litchfield Park,<sup>43</sup> where a larger building, located east of the machine shop, was provided for the staff.

During the years following the stock market crash, in 1929, cotton production was gradually reduced, and more acreages planted to grains, alfalfa, hegari, and sudan grass,

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<sup>42</sup>Goodyear, Annual Report, 1928, p. 12.

<sup>43</sup>Personal Interview, W. Newell Kring, December 22, 1947.

then a leasing program was begun which continued through the depression years. In 1930 the cotton acreage was cut to 4,660 acres and in 1931 to 2,500 acres. The following year some land on the west side of the ranch was leased to the J. G. Boswell Company for short staple cotton production and 1,400 acres were leased on the east side to the Isabell Hartner Company for lettuce and other vegetables.<sup>44</sup> The leasing policy was adopted on the Litchfield Ranch at this time, because it seemed more profitable under existing economic conditions. The company preferred to let outside capital gamble with the venture into the vegetable market<sup>45</sup> since vegetable production was only in the experimental stage in the Salt River Valley at that time. Leases with the J. G. Boswell and the Isabell Hartner Company were continued through 1935. Approximately 3,700 acres were rented to the United States Government, under the acreage reduction program, and retired from production for two or three years.<sup>46</sup> Thus activities on the ranch were at a low ebb while prices were low and economic investments uncertain.

In 1933, Arthur H. Zieske, vice-president of the Southwest Cotton Company was sent out to the Litchfield Ranch

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<sup>44</sup>Goodyear, Annual Report, 1931, p. 3.

<sup>45</sup>Personal Interview, W. Newell Kring, December 22, 1947.

<sup>46</sup>Goodyear, Annual Report, 1934, p. 3.

as manager with an accompanying office staff.<sup>47</sup> His objective was to make the emergency investment of 1916-1917 continue to pay its way. Under his management, farming activities were extended. Practically all of the idle land was soon converted into pasture for the grazing of several thousand sheep and cattle. Additional groves of lemon, orange and grapefruit trees were planted, and as the price of cotton and cotton seed began to rise, more acreages of cotton were again planted. Pima production was practically abandoned, however, since by this time Goodyear was turning to the use of rayon in tire production. Therefore, by the late thirties, the Litchfield Ranch was well launched on a more diversified farm program, which has been continued and expanded to the present time.

Several new enterprises were begun on the ranch in the early and middle forties. The first was the construction of a grain center, which was located south and east of the townsite, where facilities for the treating and cleaning of grain were installed. Several elevators were erected for storage space at the same time, and in 1945 a number of storage houses were built to enlarge the storage capacity. The center was connected with the railroad spur by a track laid in 1942. The second enterprise was an alfalfa mill for processing hay which was built near the large hay barns

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<sup>47</sup>Raymond Carlson, "Litchfield Ranch", Arizona Highways, XVI No. 10 (October 4, 1940), p. 4.

not far from the grain center.<sup>48</sup>

Experiments for the production of rubber were begun during the thirties.<sup>49</sup> Most of these were made with different varieties of guayule, a native Mexican shrub. Four different varieties were planted on a ten acre plot and allowed to grow for five years, after which it was harvested. The entire plant was ground up to recover the rubber content which had been set up in the cambium layer. The varieties were found to differ in rubber content. The best rubber producing varieties had the poorest percentage of seed germination, while those which had a good percentage of germination produced smaller quantities of rubber. Some attempt was made to produce a hybrid plant which would combine the good qualities, but the results were unsatisfactory. The entire experiment was abandoned; since the Goodyear Company had concluded that the production of guayule on a large scale for their own use would not be profitable.<sup>50</sup>

A new activity was brought to the Litchfield Ranch in 1931 which consisted of a tire testing fleet. It was sent out from the parent plant in Akron to establish a trial tire testing base, and from 1931 to 1936, the fleet spent the winters in Arizona returning to Akron each summer. Later in

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<sup>48</sup>Goodyear, Annual Report, 1945, p. 8.

<sup>49</sup>Personal Interview, Kenneth B. McMicken, February 10, 1948.

<sup>50</sup>Personal Interview, Kenneth B. McMicken, February 10, 1948.

1937, the entire operation of the test fleet was transferred to Arizona and has become a permanent activity.<sup>51</sup>

The testing fleet consisted of passenger cars, tractors, and trucks maintained solely for testing purposes. Pneumatic tires were placed in actual field work on all the ranch equipment undergoing exacting tests as they were engaged in production. Some of the work of the fleet was spectacular; for example, huge fourteen wheel trailers were equipped with only their normal tires and these so undersized as to give the truck a top heavy appearance; then the trucks were overloaded as much as 200 per cent in order to bring strain on the tires. A typical test was to load a truck excessively, then increase the speed rapidly as it was driven toward a mechanical bruiser. The load was gradually increased until the tires finally blew out, after which they would be inspected to ascertain the weaknesses, and the findings were then sent to the factory at Akron.<sup>52</sup> In this way, steady improvement of Goodyear products was continued.

A new project for the Litchfield ranch was formulated in 1936-1937 by Paul W. Litchfield. It was called the "Future Farmer's Flying Squadron".<sup>53</sup> Litchfield was inspired

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<sup>51</sup>Goodyear, Annual Report, 1931, p. 3.

<sup>52</sup>Raymond Carlson, "Litchfield Park," Arizona Highways, XVI No. 10, (October 1940), p. 4.

<sup>53</sup>Goodyear, Annual Report, 1937, p. 3..

to take action on this plan after he had attended the Assembly of the Future Farmers of America in Kansas City in the fall of 1936, in the capacity of a judge to choose the outstanding farm youth. His experience in this capacity as well as his long years of leadership in the industrial world, where training for the job was essential, brought about the crystallization of his apprenticeship farmer plan.

This plan combined three elements: first, the "Flying Squadron" idea; second, the fact that there were many young men who desired to own land; and third, the beckoning lands of the Litchfield Ranch which were available now because cotton was no longer needed by the Goodyear plant. Twenty-eight hundred acres of developed irrigated land were set aside in the northwest corner of the ranch, including Sections 18, 7, 6, T. 2N, R. 1W, and the east half of Sections 1, 12, 13, T. 2N., R. 2W. Litchfield drew upon Goodyear's industrial experience in training men. Since the "Squadron" plan had been found successful, it was used for training the apprentices. The "Squadron" consisted of selected men who moved from one department to another in the Goodyear plant, learning every process of production. A good farmer, Litchfield reasoned must know all about his job too. The plan was started on the Litchfield Ranch in 1937,<sup>54</sup> and at that time the first farm apprentices were selected. They

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<sup>54</sup>James Felker, The Apprentice Farmer, p. 10.

were an agricultural squadron chosen because of their agricultural background and limited opportunities to become independent farmers. The first year they were employed by the Southwest Cotton Company they were trained in sound methods of farm operation and given an opportunity to learn about different phases of farming. Besides practical training, they were given class instruction each Monday night at the community hall with John L. Mortenson, Agricultural Instructor of Litchfield High School as project advisor.

After the apprenticeship period of one year at prevailing monthly wages, the next step toward ownership was the share crop period which was followed later by the guarantee lease of an eighty acre farm by the apprentice. The length of time an apprentice would spend on each period depended on his performance and adaptability. As a cash lease apprentice each man was an operating farmer, although he had the supervision and financing of the company behind him. He paid ten dollars per acre per year, plus two dollars and fifty cents per acre foot of water needed for irrigation. He was required to make a yearly budget and crop plan. The final step was land ownership or purchase on a contract basis. The apprentice was ready for this step when he had accumulated one-fifth of the purchase price of the land as a down payment.

During his period of apprenticeship each man was given an opportunity to acquire a dairy herd or branch out into

production of beef cattle, hogs or poultry. He could obtain pasture land at the usual rates from the company. In this way, it was possible to accumulate a backlog with which to make his initial payment on his land when he was ready to contract for it.

The project began with twelve young men from various parts of the country. Three dropped out the first year. In 1938 each of the remaining nine men were allotted a forty acre tract on the share crop basis.<sup>55</sup> Houses were provided on the land in 1939. The 1937 boys were started on eighty acre cash leases in 1939. One-half of the acreage was to be planted in cotton and one-fourth each to alfalfa and grain. No new members were added in 1939; that year was one of taking stock, of planning for the future on the basis of what had been learned in the period of experimentation.<sup>56</sup>

In the early years of the project an informal link was maintained between the apprentice as a group and the farm management, but operational experience brought about the formalizing of this relationship through the establishment of a project council. Its membership consisted of representatives from both groups. For the management, A. H. Zieske, Kenneth B. McMicken, and Newell Kring were selected, while the apprentices chose Hallam Hestand, Ralph Hunt and

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<sup>55</sup>Goodyear, Annual Report, 1937, p. 3.

<sup>56</sup>James Felker, op. cit., p. 18.

John Edge as their first representatives.

The council, which met monthly, had jurisdiction over all matters of general policy affecting apprentice affairs; and through it the company made its agreements with the apprentices. Applications for enrollment in the project were considered by this body and no member hesitated to speak his mind before decisions were made.<sup>57</sup> The council idea proved very successful in keeping the operations running smoothly.

The Future Farmer Flying Squadron became a war casualty for a time after 1940. By the end of 1941 twenty-nine of its members had joined the armed forces. The remaining members felt that the need of cooperation was greater than ever before. They organized a cooperative known as the Adaman Farms, which met the approval of the Cotton Company officials, and it was incorporated in July 1942.<sup>58</sup> There were several advantages provided by this organization: one of the most important was that it enabled the members to own facilities cooperatively which they would not have been able to obtain for themselves. For example, the purchase of equipment such as combine harvesters, balers, and hay harvesting machines; the pooling of purchasing power to advantage in buying seed and farm supplies; and the sale and marketing of products.

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<sup>57</sup>James Felker, op. cit., p. 14.

<sup>58</sup>Ibid., p. 15.

Another important step in the advancement of cooperative action by the apprentices was the formation of Adaman Mutual Water Company--a non-profit organization. The Mutual Company was incorporated to furnish water to the Adaman Farms. To it, Goodyear Farms<sup>59</sup> transferred the wells, pumps, and other facilities which made up the irrigation system for the projects lands. The cost of water was now paid to the water company, instead of Goodyear Farms. Voting power in the company was allocated on the basis of one vote per acre of the 2,800 acre project. Arthur H. Zieske, vice-president of Goodyear Farms, became the first president of the company with Ralph Hunt, an apprentice, as vice-president, and Newell Kring, secretary-treasurer.

On December 2, 1943, the apprentice farm program was culminated in the presentation of land contracts to the first seven apprentices by Paul W. Litchfield. These men were George Reisman, John Edge, Hallam Hestand, Arman Curtis, Charles Kimzey, Chester Hunt, and Ralph Hunt.<sup>60</sup> The contracts were presented on the evening of the closing day of the Farm Forum which was held on the Goodyear Farms November 30-December 2, 1943. The Forum was planned for the purpose of demonstrating the great strides which had been made on

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<sup>59</sup>The name of the ranch was changed to Goodyear Farms in 1943.

<sup>60</sup>James Felker, op. cit., p. 19.

the Goodyear Farms in the use of rubber tired equipment and mechanical machinery, and to show the relation of rubber products to the agricultural enterprise of the southwest.<sup>61</sup>

The Farm Forum was attended by large numbers of people who were interested in the progress of farming in the Southwest. They included farm implement manufacturers and their technical staffs; farm magazine editors; several Goodyear Tire and Rubber Company Officials, including Edwin J. Thomas, president, and Robert S. Wilson, vice-president; and a technical agricultural staff from the University of Arizona who aided the Goodyear Farm hosts in presenting the agricultural story of the Salt River Valley.<sup>62</sup>

The apprentice plan continued to operate slowly during the war, but it has gained new impetus since 1945. There is now a new squadron of beginners each year, while the more advance groups are operating on cash leases or obtaining contracts for land ownership. By January 1948, plans were going forward for the inclusion of additional acreages in the project; and Paul W. Litchfield, the founder, takes pride in knowing that deserving young men have been given an opportunity to become independent land owning farmers. He is convinced that his plan is a good pattern

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<sup>61</sup> Personal Interview, W. Newell Kring, January 14, 1948.

<sup>62</sup> Wingfoot Clan, November 25, 1943, p. 1.

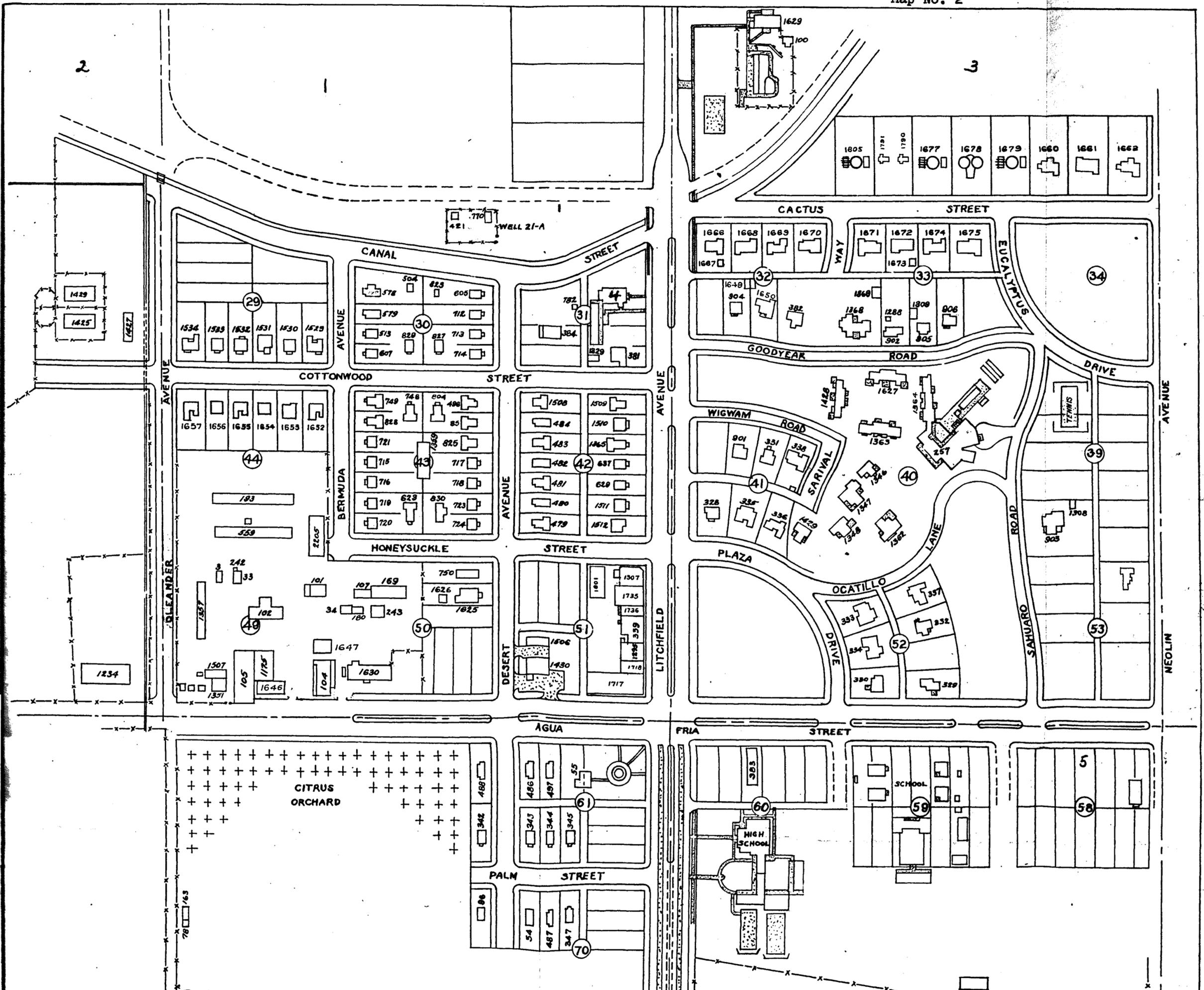
which could be successfully followed by others.

Goodyear Farms management has been a progressive force in the Salt River Valley throughout the years. It has cooperated closely with the Farm Bureau of the district in which it is located as well as with the Arizona Cotton Growers Association. In 1946 it became a part of the 71,000 acre Aqua Fria Soil Conservation District west of Phoenix, which is affiliated with the Soil Conservation Service of the United States Department of Agriculture. This Conservation District is headed by Kenneth B. McMicken, Goodyear Farms manager. Under his supervision land is being leveled, permanent irrigation structures are being built, farm ponds constructed, and tillage practices altered to meet the changing requirements.<sup>63</sup>

Thus, over a short period of years, a wide expanse of comparatively barren desert land has been reclaimed and made highly productive through the investment of millions of dollars in improvements and mechanized equipment, and the ingenuity of a man who not only loved the Southwest but also could vision its possibilities and opportunities and used his knowledge of business and science to the best advantage in managing land and men.

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<sup>63</sup>Arizona Republic, March 24, 1948, p. 4.



LITCHFIELD PARK TOWNSITE  
SCALE-1 INCH=202 FEET

FOR BUILDING LOCATION ONLY

- Block 49, 50--Farm Shops and equipment
- Bldg. 1630--Goodyear Farm Office
- Block 51--Business block
- Block 40--Wigwam and Wickiups
- Bldg. 383--Community Building
- Block 1--Air Port
- Block 2--Wingfoot Homes Inc.

- Bldg. 1427--Tackroom
- Bldgs. 1425 -1429--Stables
- Bldg. 1629--Recreational Center
- Block 3--Golf course
- Bldg. 4--Community Church
- Bldg. 5--Catholic Church

## CHAPTER IV

### DEVELOPMENT OF THE TOWNSITE

Simultaneously with the development of the farming area by the Southwest Cotton Company there appeared around the camp, which had been established as a center for the agricultural operations, the nucleus of a community. Despite the hardships of the desert, the town which was founded and built by the Goodyear Company grew and developed as the needs of its inhabitants increased. As in most company towns, the Southwest Cotton Company was primarily interested in providing advantages for its employees and the town had few residents who were not directly or indirectly connected with the ranching activities or the business enterprises necessary for its existence.

The Algodon Camp,<sup>1</sup> which had been established on the Kriegbaum homestead, continued to grow as the farm activities advanced on the Litchfield Ranch; but it was not until 1918 that definite plans were made for the permanent townsite. The center of the new town was located at the intersection of the roads which had been previously laid out along section lines.<sup>2</sup> The street running east and west was named Aqua Fria,

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<sup>1</sup>Supra, Chap. III, p. 24.

<sup>2</sup>Supra, Chap. II, p. 17..

while the north and south street became known as Litchfield Avenue in honor of the founder of the town. City blocks were laid out and zoned for business, residence, and recreation.

Since the temporary ranch buildings had been erected along Aqua Fria Street west of Litchfield Avenue, this section was zoned for the farm office and other buildings which would be needed for farm equipment in later development. Block 51<sup>3</sup> was designated for town business enterprises; however, the temporary houses were moved to this block in the summer of 1917. They were later removed when permanent houses were erected in the residence area. The permanent residential sector was to extend north of the business zone along both sides of Litchfield Avenue with ample space for expansion. Several blocks on the east side of the avenue were reserved for a private guest inn.<sup>4</sup> This inn was to be surrounded by spacious grounds. Reservations for recreational activities were made on the land now occupied by the golf course.

It was during the early period that the housewives suffered numerous difficulties and discouragements. The land was being leveled and put under cultivation, there were few trees, and no grass to hold the sand. When the wind blew,

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<sup>3</sup>Map of Litchfield Park Townsite.

<sup>4</sup>Goodyear, Annual Report, 1920, p. 9.

as it seemed to do constantly, the air was filled with dust and meals could rarely be prepared and eaten in comfort. The temporary houses were not much protection against the wind and dust because they had canvas flap sides, which rolled up and down, and could not be fastened securely. When the early residents moved into better houses they were less uncomfortable.

The first permanent houses were frame buildings constructed on the west side of the avenue. They were soon occupied by the grateful housewives, most of whom had lived in the temporary houses since their arrival. Meanwhile the construction of several stucco houses was begun on the east side of the avenue. They were located on a semicircular street, later called Plaza Drive. John Padgett's family moved into the first of these to be completed. During the first years of development on the ranch, the Mexican laborers were housed in tents which were located north of the farm shops. These temporary quarters were replaced by adobe houses which were built on several city blocks. A number of small adobes were erected along the Air Line Canal; these were known as "Bachelor Row". Early residents recall hearing melodious Spanish voices singing tunes of their homeland as they sat along the cool waters of the canal.<sup>5</sup> The adobe houses were removed in 1929 when the Mexicans were located

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<sup>5</sup>Personal Interview, Mrs. Corinne Hall, December 6, 1947.

in the labor camps outside of the town.<sup>6</sup>

Plans for the permanent townsite also included a complete water and sewerage system. The early domestic water supply had been obtained from the Kriegbaum well where a gasoline engine was used to pump the water to the temporary houses. Soon other wells were drilled to supplement the supply; however, they were not all satisfactory for domestic use. In 1918, water mains were laid into all parts of the town and work was begun on a 325,000 gallon reservoir,<sup>7</sup> located on the hill north of town, into which water for domestic use was to be pumped. The reservoir was completed and put into use in 1921. Meanwhile a modern sewerage system had been installed throughout the entire town.

In 1919, the first building of the Guest Inn was completed. It was built to provide accommodations for Goodyear executives when they arrived on frequent inspection visits to the Litchfield project.<sup>8</sup> Since the Arizona winter climate was so mild, many of the Goodyear officials spent their winter vacation at the inn. As its popularity grew its surroundings were developed into a picturesque garden spot in the desert.

An extensive plan of landscaping for the entire town was started in 1918. Trees and shrubs were set out to

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<sup>6</sup>Personal Interview, W. Newell Kring, December 22, 1947.

<sup>7</sup>Goodyear, Annual Report, 1920, p. 9.

<sup>8</sup>A colored couple were employed as caretakers. They could prepare for guests at any time.

No. 3



Litchfield Hospital  
(extreme right)

No. 4



Original Wigwam

provide shade and beauty. Two rows of trees were set along the main streets and extended several miles into the country to provide a bridal path for horsemen. Later citrus trees and palms were added for decorative purposes.<sup>9</sup> They made a picturesque scene in later years.

Street improvement was not neglected and sidewalks were laid in 1919. The main streets were graded with a border in the center to make provision for flooding each side alternately to keep down the dust. Trees were set in this center border to make it more attractive.

Travel to and from the town was slow and tedious. The main roads had been graded but they were dusty and rough. The Buckeye Road was the best route to Phoenix since it was unsafe to cross the Aqua Fria at the crossing east of town. In the fall of 1918 the river bridge on the Buckeye Road was washed away by flood water, and the residents were unable to go to Phoenix for several months unless they obtained a team to pull their cars across the river.<sup>10</sup>

The business section of the town grew very slowly. The original company store managed by William Burke<sup>11</sup> was the only business for a time. It carried a stock of groceries, general merchandise, and drugs. The building and stock of goods were destroyed by fire in 1918. When a new

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<sup>9</sup>Personal Interview, Clifton C. Hall, December 6, 1947.

<sup>10</sup>Personal Interview, Mrs. Corrine Hall, December 6, 1947.

<sup>11</sup>Supra, Chap. III, p. 24.

building was constructed, it was located east of the first building on the corner of the street intersection. This building was larger and more modern than the original one. The Southwest Cotton Company abandoned the operation of a company store at this time, and began its policy of obtaining enterprises for the town on the percentage lease basis. Russel and Jones were the first leasees of the store. Jones sold to Russell during the first year, and the following year Russell sold his stock to the Unity Store Company which was owned by three partners--C. K. Pishon, Henry Stone, and Dr. Robert Dunlap.

The new store opened the first Monday in January, 1920, with Frank Serrano, who was assisted by his wife, Sara, as manager. In 1923, Serrano became a partner in the store by purchasing Dr. Dunlap's interest.<sup>12</sup> For obvious reasons the general store became a popular meeting place for people in the community. It was at the store that residents met during the first years as they waited for the mail to come in by stage from Phoenix. The mail came in care of the Southwest Cotton Company, and was made available to recipients at the store.

Shortly after the new store building was erected, a petition was granted by the United States Post Office Department for the establishment of a fourth class post

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<sup>12</sup>Personal Interview, Mrs. Sara Serrano, January 2, 1948.

office.<sup>13</sup> There was some confusion as to the name of the town. It was first called Algadon by some and later Aqua Fria,<sup>14</sup> but when the petition was filed with the Post Office Department, it was made in the name of Litchfield, in honor of its founder. The Post Office Department would not accept the name of Litchfield because it was similar to that of Littlefield, Arizona; therefore, the name of Lichon was accepted as a substitute. The Southwest Cotton Company persisted in their efforts to have the name changed until they succeeded in 1926 when the Post Office Department agreed to change it to Litchfield Park.<sup>15</sup>

As a result of the change in the name to Litchfield Park, the Arizona Eastern Railroad changed the name of the terminus in the town to Litchfield Park and also granted the request of the Southwest Cotton Company to have the name of the station on the main line, three miles south of the town, changed from Avondale to Litchfield.<sup>16</sup> This request was justified since the station had been erected and established as a receiving station for supplies shipped to the Goodyear project.

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<sup>13</sup>Letter, Forest R. Holdcamper to Susan M. Smith, Washington, November 28, 1947.

<sup>14</sup>Sunday School Records recorded name as Aqua Fria Sunday School, October, 1917.

<sup>15</sup>Letter, Forest R. Holdcamper, op. cit., November 28, 1947.

<sup>16</sup>Letter, L. H. Trimble to Susan M. Smith, October 18, 1947.

An \$8,000 station building was erected in 1927 on land obtained from the Goodyear Company given in exchange for land which the railroad company owned through the Goodyear Ranch near Chandler. The town of Avondale has grown up since that time approximately a mile north and east of the station.

Betty Wilke was acting postmistress from May 22, 1919, until the appointment of William W. Burke, June 7, of the same year. The Post Office was established in a part of the store building until it was moved to the drug store in 1933. Meanwhile several people held the office of postmaster. Among them was Mrs. Sara Serrano, who was postmistress from 1923 until 1934. Mrs. Francis V. Aragon, who still works in the post office, assisted her part of the time. Postal business increased during Mrs. Serrano's term. Mail order business was especially good because of the difficulties of travel and the distance from a shopping center. A large volume of money order business was recorded, much of which was purchased by the Mexican laborers who were sending the money back to Mexico. Mrs. Serrano had some difficulties with these transactions and petitioned the Post Office Department for permission to use international money orders. The petition was granted. Mrs. Serrano resigned her position in 1934, and moved away, and Josie Fenwick received the appointment.<sup>17</sup>

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<sup>17</sup>Personal Interview, Mrs. Sara Serrano, January 2, 1947.

The Post Office was moved to the drug store<sup>18</sup> by Miss Fenwick because her brother Harry Fenwick was the manager. Later when the drug building was enlarged she installed regular post office fixtures including rental boxes. The postal receipts increased rapidly during the early years of war activity in the community and the Post Office advanced to a second class office.<sup>19</sup> Miss Fenwick attributed the increase in business principally to the business obtained from the Goodyear Aircraft Corporation.<sup>20</sup> When Miss Fenwick resigned in 1944, Edward H. Kuhn, the present incumbent, received the appointment as post master. He assumed the position January 16, 1945, and moved the post office into a new building adjoining the drug store.<sup>21</sup> The post office receipts exceeded all records that year, but they have declined to an average of \$10,000 a year since the close of the military activities.

A few other business enterprises in addition to the store were established after buildings were provided for them in 1919-1920. They included a restaurant, pool hall, and barber shop. These proved adequate for the needs of the community for several years.

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<sup>18</sup>Infra., Chap. IV, p. 62.

<sup>19</sup>Personal Interview, Josie Fenwick Fisher, January 2, 1948.

<sup>20</sup>Infra., Chap. VI, p. 94.

<sup>21</sup>Personal Interview, Edward H. Kuhn, September 30, 1947.

No. 5



The First Permanent Store

No. 6



The First School Buildings  
(on extreme left)

When the influenza epidemic came in the fall of 1918, the little community first realized its need for medical service. A temporary building was hastily erected on the northeast corner of the business block. It was used as an emergency hospital. Dr. Francis A. Brown from Bangor, Maine, was employed by the company to take charge.<sup>22</sup> Consequently, many lives were saved during the following winter through the efforts of Dr. Brown and his staff. When Dr. Brown died the following year, he was replaced by a Dr. Rothwell.<sup>23</sup>

Meanwhile a permanent hospital site had been selected two blocks north of the business section, and a building begun; and this building was completed in 1919. After the hospital facilities were moved into the new building, the old building was converted into a club house. This club house was later moved to another site. During the next few years the hospital service was a great asset to the community.

Hospitalization insurance was provided for all employees at a nominal sum of one and one-half dollars per month for each family. It entitled the members to hospital and doctor services when they were needed. After several attempts to get a satisfactory doctor for the hospital, Dr. Ralph L. Penn was obtained during the middle twenties. He served the community faithfully for sixteen years, after

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<sup>22</sup>Goodyear Office, Records

<sup>23</sup>Personal Interview, John Padgett, October 1, 1947.

which he retired. By 1932, there seemed to be little need to maintain the hospital because transportation facilities had improved and patients could be speedily transferred to a hospital of their choice in Phoenix. Subsequently, the hospital was closed, but Dr. Penn remained to conduct a private practice until his retirement. The building was later used as an annex for the Wigwam.<sup>24</sup>

During the development stage of the town and community many changes were taking place. Transportation and communication were being improved. The land adjoining the Litchfield Ranch was being occupied and developed by individual ownership. The people of the entire community were being drawn closer together because of their common needs. There were increasing demands for better business facilities. To meet these demands the Cotton Company added new buildings to the business block in 1928 and 1929; and these were soon occupied by the cafe, under new management, and a drug store.

The Apache Drug Company,<sup>25</sup> owned by D. P. Kimball of Phoenix, was installed in a new building on the northeast corner of the business block. This gave the town its first drug store;<sup>26</sup> a convenience which had been needed for several

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<sup>24</sup>Personal Interview, W. Newell Kring, February 3, 1948.

<sup>25</sup>It was during the time that Kimball owned the drug store that Miss Fenwick maintained the Post Office there.

<sup>26</sup>Personal Interview, Newell Kring, December 22, 1947.

years. It continued under the same ownership until Joel F. Stone<sup>27</sup> purchased the stock in 1942. Stone maintained a first class drug business and installed modern fountain service. He still enjoys the exclusive drug business of the town and community.

The general store changed ownership again in September 1933, when Nadge Abraham purchased the stock of goods.<sup>28</sup> The store had been enlarged by this time and supplied almost every household need as well as clothing and hardware.

A novelty and gift shop was opened during the Wigwam season in 1937, by Mrs. Electa Owen.<sup>29</sup> Her stock consisted primarily of Indian and Mexican handicraft and other curios which would be of interest to the winter tourist.

As the need for business enterprise increased during the war years of 1941-45, the Goodyear Farms inaugurated an extensive building program which resulted in the completion of the entire business block facing Litchfield Avenue. When the Abraham store burned in September, 1943, construction was begun immediately on a larger building which provided room for a warehouse extending west to the alley, and connected with the cafe building on the north. A part of this new building was used for a banquet room in conjunction with

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<sup>27</sup>Personal Interview, Joel F. Stone, April 20, 1948.

<sup>28</sup>Personal Interview, Nadge Abraham, November 6, 1947.

<sup>29</sup>Personal Interview, Mrs. Electa Owen, January 7, 1948.

the cafe. Abraham installed a modern food market in the store building and discontinued the general merchandise stock. Since there was a demand at this time for general merchandise the Goodyear Farms opened a company store. The stock of goods included household goods, automobile accessories, sporting goods, leather goods, games, etc.<sup>30</sup> When merchandise became more difficult to obtain the following spring, the store was closed.

During the winter of 1943-44, several older buildings were remodeled to make space for numerous other shops and a medical office building.<sup>31</sup> The latter was completed in 1944, and the first occupants were Dr. R. K. Hilton, M.D., and Dr. George McMillian, D.D.S. Dr. McMillan, who was the first dentist in the town, was welcomed enthusiastically by the residents because it was much more convenient and economical to see their dentist right at home. The final building which completed the block was a large structure connecting the medical building and the drug store. It was to be made available for the Post Office,<sup>32</sup> which had outgrown the space allotted to it in the drug store, and a bank.

All early efforts made by the Southwest Cotton Company to obtain a bank for the community had failed because

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<sup>30</sup>Wingfoot Clan, November 18, 1943, p. 1.

<sup>31</sup>Personal Interview, W. Newell Kring, January 14, 1948.

<sup>32</sup>Supra, Chap. IV, p. 60.

of the size of the town and the poor transportation and communication facilities. The lack of a bank in the community had made it necessary for company officials to make frequent trips to Phoenix to transact financial business. They continued to discuss the possibility of obtaining a bank, but were unsuccessful until the war brought thousands of people into the area. Then an agreement was reached with the Valley National Bank of Phoenix for a branch office to be established in a building provided by the company. It opened in December 1944, with Charles F. Coulter as the manager.<sup>33</sup>

Upon the completion of the last building on the west side of Litchfield Avenue, the entire frontage was remodeled into one front having the appearance of a large building of Spanish design, finished in cream stucco and red tile. Later a large building was placed on the north side of the business block for a cleaning and pressing business, and this was operated by Litchfield Cleaners.

While the business area had been growing, the residential sector had also expanded to meet the needs of the increasing number of employees; but a serious housing shortage was created when the Tire Testing Fleet<sup>34</sup> was first sent out to the ranch in 1932. All available houses were

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<sup>33</sup>Personal Interview, W. Newell Kring, January 14, 1948.

<sup>34</sup>Supra, Chap. III. p. 43.

occupied; and, in order to fill the immediate need, houses were moved in from the Goodyear Ranch and located on several blocks north and west of the drug store.

Prior to 1937, the employees had been given no opportunity to own homes, but in that year the Southwest Cotton Company opened a subdivision composed of twenty-five lots for this purpose. It was located north of the Air Line Canal on the west side of Litchfield Avenue. Construction in this area was restricted to high class homes; consequently, development was much slower than had been anticipated. Only one or two homesites were ever developed, but the company built a few guest houses there. The residential area was again expanded in 1945 when the Wingfoot subdivision was added to accommodate the employees of Wingfoot Homes, Inc.<sup>35</sup>

In the meantime the temporary office building had been replaced by a larger structure<sup>36</sup> to provide space and convenience for the increasing office staff and additional office facilities. The original frame shop buildings had been remodeled and enlarged, and other buildings had been constructed as farm demands required.

With the growth of farm activities and the expansion of the town, streets and avenues were extended and improved. The main streets were paved in 1934-35,<sup>37</sup> and a short time

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<sup>35</sup>Infra., Chap. VI, p. 103.

<sup>36</sup>New Office was built in 1940.

<sup>37</sup>Goodyear, Annual Report, 1934, p. 3.

later all the remaining streets were resurfaced with black top. At this time the speed zones were designated and necessary traffic signs were placed throughout the city; thereby, completely modernizing traffic problems. Litchfield Avenue and Aqua Fria Street were designated as main thoroughfares and stop signs were placed on all streets intersecting them. These new traffic regulations were disregarded by Mexican laborers who were unaccustomed to modern traffic controls until special employed officers rigidly enforced them.

Litchfield Park has not become incorporated under the state law. Since it is a company town, the General Manager of Goodyear Farms is responsible for its government. The operation of the town is divided into the departments of streets, park, water supply, sewerage, fire and law enforcement. The Goodyear management cannot pass special ordinances as can an incorporated town, but it can set up regulations which are quite effective because a majority of the residents are either company employees or indirectly connected with the company. Goodyear Farms employs a watchman who is deputized and bonded by the sheriff of Maricopa County and works in cooperation with him. If a county, state, or national law is violated, he has the authority to make arrests.<sup>38</sup>

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<sup>38</sup>Letter, Arthur H. Zieske to Susan M. Smith, Litchfield Park, Arizona, June 15, 1948.

There seems to have been no movement on the part of the inhabitants for a voice in the government. The writer from her own experience in the town noted no dissatisfaction because of non-participation in civic affairs.

Litchfield Park has now developed from a labor camp on the open desert to an attractive, well planned, modern little city. Its inhabitants enjoy most of the conveniences of larger cities including modern utilities, morning and evening paper routes, ice and milk deliveries, and social and recreational advantages. These conveniences are enjoyed in a quiet atmosphere unknown to most areas where these facilities are available.

## CHAPTER V

### SOCIAL AND RECREATIONAL DEVELOPMENTS

For some time after their arrival on the desert, the early residents of Litchfield Park were practically isolated from the activities of the communities around them. Their struggles to create social and recreational opportunities, which were so essential to the well being and happiness of themselves and their families, resulted in a well rounded social life for the community. It included an excellent educational program, adequate religious organizations, and recreational facilities which few communities of its size enjoy.

The organization of a public school district to provide educational advantages for their children was a matter of paramount concern to most of the early inhabitants of the town and vicinity. J. B. Rayner, a private land owner, was the leader in this movement. Through his untiring efforts and with the assistance of A. H. Fulton, County Superintendent of Schools, the petition for the formation of school district No. 79 was granted by the Maricopa County Board of Supervisors<sup>1</sup> on June 25, 1917.

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<sup>1</sup>Maricopa County, Record Book, Board of Supervisors, No. 13, p. 352.

Most of the land, included in district No. 79, was owned by the Southwest Cotton Company; however, the property of a number of private land holders was also included. The first Board of Trustees was composed of J. B. Rayner, E. A. Roberts, and Mr. A. Tackett--all men who owned their own land.

Plans were made for the opening of the first school in the fall of 1917 at the Algodon Camp in a building provided by the Cotton Company, but by September a part of the camp had already been moved to the present site of Litchfield Park. The Board of Trustees met with the Company officials and a decision was made to change the location of the school to the Litchfield camp where the Southwest officials agreed to furnish a temporary building. In a small building, formerly used as a cookshack, which had wooden floors, a double roof, and canvas flap sides, school opened on October 9, 1917. This building was located back of the warehouse in the midst of the camp. The seats and equipment, including the free textbooks, were hauled to the building by J. B. Rayner; and the process of learning began.<sup>2</sup>

The Board of Trustees was fortunate in obtaining Mrs. Mable Padgett for the first teacher. She enrolled only eleven pupils the first day, but each day thereafter

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<sup>2</sup>Personal Interview, Clifton C. Hall, December 6, 1947.

her enrollment increased until the little room was overcrowded. The school was moved into a larger building about January 1, 1918. This building was of the same construction as the first one, but it did provide the advantage of two small windows in the north end which made it possible to continue school work when the flaps had to be rolled down during sand storms or rain. The year's enrollment reached eighty pupils, twenty-five per cent of whom were Mexican children. Before the school year closed, all of the single seats were occupied by two children and still others had to be provided. Mrs. Padgett admitted that she hardly knew how she managed to survive the year's ordeals.<sup>3</sup>

In the meantime, plans were underway for the selection of a permanent school site where adequate buildings could be erected. A suitable site was donated by the Southwest Cotton Company.<sup>4</sup> It was located a short distance east of the northwest corner of the intersection of Aqua Fria Street and Litchfield Avenue. In order to finance the necessary buildings, school bonds for \$6,000<sup>5</sup> to mature in twenty years were voted without opposition on August 1, 1918.

Since a corporation such as the Southwest Cotton Company has no votes, it had no voice on the school bond

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<sup>3</sup>Personal Interview, Mrs. Mable Padgett, October 1, 1947.

<sup>4</sup>Personal Interview, W. Newell Kring, December 22, 1947.

<sup>5</sup>Litchfield Park School, Bond Files.

issues; regardless of the fact that in the early years the company paid approximately eighty per cent of the school taxes in the district. As a consequence, no bond has failed to pass because the individual property owners have decided the bond issues from the beginning.

Plans were made for four one-room adobe buildings on the school site, two on each side of a spacious plaza. The first of these was erected in a cotton field which had been planted there in the spring. These buildings were not plastered when they were built, but were later remodeled into attractive class rooms which are still in use.

The second school year began with Mrs. Padgett as teacher in the first of these new buildings. The enrollment was large, but soon the second building was ready for occupancy and Mrs. Charles H. Waterhouse, wife of one of the early plantation superintendents, was employed to assist Mrs. Padgett. Mrs. Padgett now became principal of the school and retained the position until her resignation in 1925. The third year all of the buildings were occupied and two additional teachers were employed. There was also a provision for a Mexican primary school that year. It was opened in a small adobe building north of the Air Line Canal, and continued until the Mexican population was moved in 1929 from the town into the labor camps on the ranch. Then an old company building was moved on to the school.

site<sup>6</sup> to be used for beginning Mexican children.<sup>7</sup> The building was later remodeled into an attractive cafeteria for the entire school.

Progressive leaders of the community became disturbed in the years following the organization of the elementary school because of the lack of high school training for the older boys and girls. As a result, a movement led by Kenneth B. McMicken and Clifton C. Hall was begun in 1925 for the establishment of higher training. The Board of Trustees employed L. D. Shumway, who was then principal of the Peoria, Arizona School, and the ninth grade was taught that year. Mrs. McKibben was employed to assist Shumway with the upper grades. A program of school athletics was begun with Shumway as coach.<sup>8</sup> The following year James Felton was employed as the coach and more time could be devoted to athletics and health development.

After the beginning of the high school grades, the principal problem confronting the district was that of providing adequate buildings to facilitate the school. Since there was no room for the additional grade in the elementary

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<sup>6</sup>Litchfield Park School, Records.

<sup>7</sup>This system of separating Mexican and American beginners seemed wise, since the Mexicans had to learn not only the three R's, but also the English language.

<sup>8</sup>Shumway very modestly recalls that he developed some good athletes during that year.

buildings, a company building on the present site of the Goodyear Service Station, which had formerly been used for a bakery shop, was made available for a ninth grade home room. The building was later bought by the school district and moved to the school property where it became a music room.<sup>9</sup>

During these years some transportation facilities were provided for high school pupils. A truck with a wagon sheet over the back was used for this purpose. Each pupil had to pay a transportation fee.

The high school continued to advance, and by the school year of 1927-28 all the high school grades were taught. There were only two seniors that year; they were Verna Stevens, who was taken with typhoid fever and died one week before graduation, and Edward Parsons, who was hospitalized with fever at the time of graduation.<sup>10</sup> Temporary buildings continued to be used as class rooms, and obviously, this was not a satisfactory permanent arrangement. Thus ways and means were considered for the organization of a high school district for the ensuing year.

Unlike the problem of obtaining an elementary district, the organization of a high school district presented a difficult situation. In order to qualify for the

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<sup>9</sup>Personal Interview, L. D. Shumway, January 26, 1948.

<sup>10</sup>Personal Interview, L. D. Shumway, January 26, 1948.

privilege of organizing, the district needed a valuation of \$1,500,000 or an average daily attendance of 200 or more.<sup>11</sup> The district could not meet either of these requirements. However, a petition for permission to organize a high school district was presented to the State Board of Education. The cause of the petition was strengthened by the fact that Paul W. Litchfield, president of the Southwest Cotton Company, was in favor of the organization of a high school district which would include the company lands. He has, therefore, been given credit for making the high school possible. When the petition was presented to the State Board, Arizona's executive, Governor Hunt, is quoted as having said, "Well, here's a corporation that wants to increase its taxes. Let them go ahead and organize."<sup>12</sup> As a result, the petition was granted and plans developed which led to the creation of a high school district.

The Litchfield Park High School District was organized in the spring of 1928, with boundaries the same as the original elementary district, except for a slight change on the north where an additional area was included.<sup>13</sup> A bond issue of \$36,000 for a building program was approved

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<sup>11</sup>Arizona School Law, 1925, p. 116.

<sup>12</sup>Personal Interview, Kenneth B. McMicken, April 5, 1948.

<sup>13</sup>Board of Supervisors, Record Book, 20, p. 529.

by the voters of the district May 1, 1928. However, there was a small minority opposed to this program because they feared it would increase taxes. The bonds were issued on each district separately--\$24,000 was issued by the high school district for the construction of a high school building and \$12,000 by the elementary district with which to build an auditorium. Both buildings were built during 1928. The high school building was dedicated to Paul W. Litchfield, who was considered to be its founder, because it was believed that his influence had made the school possible. The high school was soon occupied by approximately forty students, who enjoyed the use of the new building for the remainder of the year.

There have been variations in the valuation of the school district, with corresponding changes in the school tax rate, throughout the history of the district. However, the tax rate has never been excessive. The assessed valuation following the organization of the High School District was \$908,957 and the total school tax was three dollars and twenty-five cents per \$100 valuation,<sup>14</sup> including one dollar and seventeen cents high school levy. The high school levy increased to one dollar and eighty-two cents when the valuation dropped to \$484,165 in 1936-37; but by 1947, the assessed valuation had increased to \$1,331,578, while the

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<sup>14</sup>Litchfield Park School, Records.

total school levy had leveled off to three dollars and seventy-two cents<sup>15</sup> including one dollar and thirty-one cents high school levy.

During the next few years the entire school enrollment increased rapidly making the addition of more buildings imperative. Therefore, in 1935 a \$7,000 bond issue was voted in the elementary district and another elementary school building was begun. The present main elementary building was completed in 1938 with Works Progress Administration assistance.<sup>16</sup> To expand the high school facilities the Southwest Cotton Company donated a \$9,000 addition to the original building which was then used for a study hall.<sup>17</sup> Meanwhile, some friction existed over the use of the auditorium by both the high school and the elementary school, but the matter was adjusted; and it was remodeled a little later for a gymnasium to be used by both schools.

The difficulties of the school district were again increased after 1941 with the influx of civilian workers and army personnel to Luke Field and the Goodyear Aircraft area.<sup>18</sup> The Federal Housing Authority near Luke Field was built within the Litchfield Park school district; therefore,

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<sup>15</sup>Maricopa County Arizona, Tax Rate Bulletin, 1947.

<sup>16</sup>Litchfield Park School, Bond Files

<sup>17</sup>Goodyear, Office Record.

<sup>18</sup>Infra., Chap. VI, p. 101.

transportation had to be provided for the school children. Since there was no high school in the vicinity of the Good-year Aircraft, arrangements were made for the transportation of high school students to the Litchfield School. As a result, the enrollment of the elementary school increased from 293 in 1940 to 334 by 1944, while the high school enrollment had increased from ninety-three to 141 in the same period.<sup>19</sup> This increased enrollment necessitated the launching of another building project by the school.

Fortunately for the school district, the Federal Government had made provision in the Lanham Act for such war emergencies. Under this act, finances were obtained for building the additional space needed. Another wing was added to the high school building which provided space for two class rooms and locker rooms. The contract was awarded to the Bobo Construction Company in the amount of \$11,990, December 23, 1943. The crowded condition in the elementary school was eliminated in 1942 by the construction of a small brick building composed of two class rooms. It was built and completely furnished under the provisions of the Lanham Act. Since the war, the school district has been given an opportunity to buy the emergency buildings at a greatly reduced figure. The school district is in the process of making arrangements for the purchase. Payments will be made from

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<sup>19</sup>Litchfield Park School, Records.

the yearly budget, listed under Capital Outlay.<sup>20</sup>

During the growth of the school, the athletic program for the development of health and sportsmanship has not been neglected. On the campus today one finds facilities for practically every school sport, including tennis courts, volley ball courts, and an electrically lighted stadium, numerous soft ball diamonds, and sufficient playgrounds for all.

L. D. Shumway, who became superintendent of the Litchfield Park Schools in 1928, retained this position until his resignation in 1947.<sup>21</sup> During his administration, the school grew and became one of the outstanding schools of its size in the valley. This fact can be attributed in part to Shumway's philosophy as an educational leader. He organized the school in such a way that it would meet the needs of the youth of the community. He believed it was most important to have the teaching positions occupied by the right teacher. He attributed the success of the school to the high caliber of his teaching staff through the years.

The Litchfield Park Parent Teachers Association was organized January 19, 1944 to assist the school and community in the solving of the social problems. The first meeting, with thirty persons present, was held in the high school

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<sup>20</sup>Personal Interview, Alvin L. Tidwell, Supt. of Litchfield Park School, 1947-48, April 6, 1948.

<sup>21</sup>Personal Interview, L. D. Shumway, January 26, 1948.

study hall. Addresses were made by Mrs. Keith Rogers, president of the Maricopa Council of Parent Teachers Association; and L. D. Shumway, Superintendent of the Litchfield Park School. The following officers were elected and installed: Mrs. W. T. Clayton, president; Mrs. Floyd Crandall, vice-president; Mrs. J. C. Hall, secretary; and Mr. M. H. Miller, treasurer. Membership was increased to 105 during the first year.

The PTA was very active in community affairs during the following year. Their work in sponsoring an eight-week nursery school during the summer of 1944 was of real value to working mothers. The school day began at nine in the morning and closed at five in the evening. The nursery was supervised by Mrs. Helen Polly. During the school year of 1944-45 a First Aid rest room was equipped for the high school from the proceeds of a community dance given February 17, 1945. At the close of the year, the PTA gave the first reception to high school graduates, their teachers and friends; thereby establishing a custom which has been followed since that year. The organization also gave the first reception for the Litchfield Teachers the following fall. On March 23, 1946, a carnival was held on the high school patio. It was the first big project attempted for raising finance. The results were so successful that another carnival was held the following year. Band uniforms for the Litchfield Park School band were bought by the organization during these years, and generous contributions have been

made from its treasury to the Red Cross, the Crippled Childrens Fund, and other good causes.<sup>22</sup> The organization has been a success in the community, not only because of the material assistance it was able to give, but also because it created a greater spirit of cooperation among the patrons of the school, thus bringing all of them closer together in a common cause.

In order to provide for secular education, a movement, a short time after the establishment of the first school in the camp, was begun for religious training and fellowship. John Padgett and his wife, Mable Padgett, were the leaders in the organization of the first Sunday School. The first meeting was held in the school house on Sunday, October 14, 1917. Temporary officers were elected to serve until permanent officers could be selected January 1, 1918. Mable Padgett was the first temporary superintendent. John Padgett was elected as superintendent on January 1, 1918 and served for many years in that capacity. The success of the Aqua Fria Union Sunday School was largely due to the efforts of John and Mable Padgett and Mrs. Corinne Hall who was elected as the first organist.<sup>23</sup> Mrs. Hall retained this position for many years and later became church organist also.

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<sup>22</sup> Gladys Sweeney, "History of Litchfield Park Parent Teacher Association." Unpublished Manuscript, 1944-48.

<sup>23</sup> Aqua Fria Sunday School, Secretary's Record, October 14, 1917-May 1918.

A Catholic church building was the first to be erected. It was erected by the Southwest Cotton Company<sup>24</sup> especially for the Mexican laborers on the ranch. The building was completed in 1921, and dedicated by Rev. Bishop Gercke as St. Thomas Catholic Church. Father Ambrose was the first priest for the parish. After the dedication services, the visiting priests were entertained in the home of Tom Doyle, and a Mexican orchestra furnished music for dancing and entertainment for the people of the parish.<sup>25</sup>

Because the residents were divided among numerous protestant denominations, no united effort could be made toward the building of a church. However, irregular church services were held in the school house from time to time. A small Methodist church was organized during the early years, but it could not be maintained. Attempts made by other denominations to support a church also failed. After the arrival of Arthur Zieske in 1933, the people of Protestant faith were encouraged by him to unite together in a Community Church.<sup>26</sup> This movement was fairly successful and the demonstration of cooperation by the residents impressed Paul W. Litchfield. He realized their need for a church edifice and approved the construction of a church building to be financed

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<sup>24</sup>Goodyear, Annual Report, 1920, p. 9.

<sup>25</sup>Personal Interview, Mrs. Sara Serrano, January 2, 1948.

<sup>26</sup>Personal Interview, Mrs. Corrine Hall, April 9, 1948.

by the company.

A beautiful mission style church building was constructed in 1939. It was located opposite the Wigwam grounds on Litchfield Avenue. Its seating capacity of 200 seats was sufficient for the large numbers anticipated during the resort season.<sup>27</sup> The congregation organized and elected a Board of Trustees to conduct the affairs of the organization. A residence was provided for a parsonage. The first pastor of the newly organized church was Rev. R. C. Sells,<sup>28</sup> who remained for several years. The church lawn was landscaped and soon shrubs and trees were growing which later made a magnificent background for the building. Because of the growing need for Sunday school rooms, a long wing of matching architecture was built southwest of the church building, but connected to it by a patio porch. This building not only provided facilities for Sunday school rooms, but also included a complete kitchen.

The company management was aware of the need for social activities among their employees during the early years. Entertainment and recreational diversions were included in the permanent planning for the little city. Provisions were made in 1919, for several types of recreation. Among the first of these was an athletic field which was

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<sup>27</sup> Goodyear, Annual Report, 1939, p. 2.

<sup>28</sup> Personal Interview, Mrs. Corrine Hall, April 9, 1948.

laid out east of Litchfield Avenue and north of the residence area. It was equipped with a swimming pool, a quarter mile track, and a base ball diamond; however, this was later converted into a golf course. The earliest form of entertainment was a theater.<sup>29</sup> The building for it was erected in 1920. It was located one-half block east of the general store on the south side of Aqua Fria Street. The building was utilized for numerous other activities including community meetings, banquets, and as a music room for the school. Movies were discontinued in 1947, and the building was remodeled.

The Wigwam<sup>30</sup> which had been established earlier was opened as a public guest resort in 1929. It was enlarged and remodeled after the first season, and several wickiups were built on the grounds, which had been reserved for the possible expansion of the inn. The officials were pleased with the success of the venture, and, during the following years, the resort was developed into a luxurious hostelry for 110 guests. It became one of the most popular vacation spots of the Southwest.<sup>31</sup> A nine hole golf course was completed before the opening of the second season, and Johnny

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<sup>29</sup>Goodyear, Annual Report, 1920, p. 3.

<sup>30</sup>Supra, Chap. IV, p. 55.

<sup>31</sup>Milton Mackay, "Phoenix", Saturday Evening Post, October 18, 1947, pp. 88-90.

No. 7



Goodyear Farms Office

No. 8



Present Day Wigwam

Turnac<sup>32</sup> was employed as golf professional. The course was soon increased to eighteen holes and in 1935, Turnac was succeeded by the present professional, Vernon O. Allen. Several important golf tournaments were scheduled on the course each season, which increased interest on the part of golfers. A dustring of horses was bred on the ranch through several generations, a combination of Thoroughbred and Star-dust, which the Wigwam management developed into one of the finest stables in the Southwest. Trips on horseback were planned throughout the guest season and stagecoach rides were offered as a western diversion.

Another attraction for winter guests was the Goodyear blimp "Resolute" which was used for sight seeing tours over the Salt River Valley. In 1930 a private landing field was built for the blimp a short distance from the Wigwam, but it was not until 1946 that a runway for planes was provided. This latest improvement is an added convenience for guests wishing to land near the resort.

The exclusive nature of the resort combined with the many diversions attracted guests from all over the United States and some foreign countries. The exotic setting of the Wigwam was created by scientific landscaping with a variety of tropical shrubs and trees. Ornamental orange

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<sup>32</sup>Letter, William C. Adams to Susan M, Smith, Litchfield Part, February 11, 1948.

trees made a most attractive sight because the fruit ripened during the winter season. Bright flower borders brightened the green background with their gorgeous color from December until May.

The town had not only grown larger during the years, but it had also developed intellectually, spiritually, and socially through the establishment of good schools and churches and the development of recreations which attracted many winter vacationists.

## CHAPTER VI

### LITCHFIELD VICINITY: PARTICIPATION IN WORLD WAR II ACTIVITIES

During the years of World War II, the Litchfield vicinity reached new heights of expansion and progress resulting in the extension of its activities and interests; and at the same time increased its problems. Two of the most important of these activities were the construction of Goodyear Aircraft Corporation, located near Litchfield Station on the Southern Pacific Lines; and the establishment of the Luke Field Army Air Base on land adjoining the Litchfield estate. As these activities swung into full operation, an influx of personnel and workers to the area led to serious housing shortages which were solved in part by the organized construction division of the Goodyear Farms. This division was assisted by Phoenix contractors, Federal Housing Administration and by Wingfoot Homes, Inc., another Goodyear subsidiary which was established on the outskirts of Litchfield Park. Numerous other problems were met and successfully surmounted. All of these operations placed the residents of the community on the immediate front lines for defense, and gave them an opportunity to contribute their share to the war effort.

The first of these activities was the establishment

of the Luke Field Army Air Base on land adjoining the Litchfield estate on the north. For months before Pearl Harbor, the War Department of the United States had been formulating plans for the expansion of the Air Corps. Officials, who were on the alert for preferred air base locations, became cognizant of the fact that the area surrounding Phoenix was especially suitable for their purpose because of the ideal flying weather. Meanwhile, the Phoenix city administration was extremely eager to have air base installations in the "Valley of the Sun" for commercial reasons. At the expense of \$40,000, a tract of land containing 1,440 acres of barren desert was purchased by the city. The site was then leased by the government for one dollar a year for the establishment of an air base. This air base was named Luke Field after Lt. Frank Luke, Jr., Arizona's air hero of World War I, who died in France.<sup>1</sup>

The Luke Field Base was activated by the War Department, Washington, D.C., April 21, 1941. It was under the command of Lt. Col. Ennis C. Whitehead from the time of activation until July 13, 1942.<sup>2</sup> Preparations for building the field were begun at once. An army of engineers, draftsmen, painters, electricians, plumbers, carpenters, and

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<sup>1</sup>Public Relations Dept. of Luke Field, "Luke Field," Arizona Highways, June 1942, p. 7.

<sup>2</sup>Letter, W. P. Twitchell to Susan M. Smith, San Antonio, Texas, March 9, 1948.

fence builders moved into erect the camp facilities. By June, accommodations were ready for the first cadets, who arrived from California to begin training; and, by the end of the summer, all operations were in full swing.

The training at Luke Field was designed for advanced American and Chinese cadets. Before a cadet entered, he had already received his primary and basic training and here he spent ten weeks in training which included military courtesy, after which he was promoted to the rank of Second Lieutenant in the Army Air Corps. Flight training was done with the North American Trainer (AJ-6A). The Field became the largest single engine flying school in the United States.<sup>3</sup> The maximum enrollment reached 6,257, and approximately 13,505 cadets received their wings while the Field was in operation.<sup>4</sup>

Aside from the flight training, the Field conducted several other activities. This program included a replacement training center for enlisted men, who kept the planes flying; and a sub-depot where planes received a complete overhaul in a fully equipped machine shop. This work was done by civilians under the supervision of army officers.

Adequate medical and recreational facilities were installed on the base. A large hospital, staffed with

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<sup>3</sup>Public Relations Dept., "Luke Field," op. cit., pp. 7-31.

<sup>4</sup>Letter, W. P. Twitchell to Susan M. Smith, March 9, 1948.

commissioned Lieutenant nurses of the Army Nurse Corps, was maintained with X-Ray equipment, a pharmacy and a dental clinic.

Civilian workers employed at the field faced the difficult problem of finding homes; therefore, the Federal Housing Authority constructed a large number of modern housing units on the east side of Litchfield Avenue across from the Field. Those who could not be accommodated here had to search for homes elsewhere. After the field was closed, these housing units continued to be occupied since in many cases employment had been secured in nearby areas and no other housing was available.

A nursery school was started in one of the housing units, in September 1944, to care for the children whose mothers worked on the base; but under the Lanham Act, a building was erected inside Luke Field for the nursery school, and it was moved there. Mrs. Glenn McMahon was in charge with Mrs. Helen Polly as her assistant. The enrollment was small at first, but later a maximum of forty was reached.<sup>5</sup>

The Gray Ladies of the Litchfield Park organization were quite active at Luke Field. They were originally organized in 1941 with five members, Mrs. Mary Tubbs, Mrs. Arthur Zeiske, Mrs. Alvin L. Tidwell, Mrs. Kenneth B. McMicken,

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<sup>5</sup>Personal Interview, Mrs. Helen Polly, January 9, 1948.

and Mrs. Albert L. Ely. Mrs. McMicken acted as the first chairman for the group. They attended training classes in Phoenix in preparation for social work. Approximately forty women joined the organization and did active duty at the Field.<sup>6</sup> Their work at Luke Field involved morale building in the hospital, acting as hostesses, and giving assistance to anyone in need. As the war continued, other activities were added. Included among these activities was the making of bandages with Mrs. Ralph Howard in charge of production. The work they accomplished was so outstanding that later one of their members, Mrs. Albert Ely, was chosen as County Chairman of the Gray Ladies.

The army official personnel from Luke Field was able to secure accommodations at the Wigwam in Litchfield Park<sup>7</sup> from 1942 to 1945.

When the war ended, operations at the Field were curtailed and consolidated and two years later, in 1947, it was deactivated. All records were deposited at San Antonio A. G. Regional Records office. The future of the field is still uncertain, since no definite decision has been made public concerning it.

The establishment of Luke Field in the Litchfield community caused new facilities to be added, and brought

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<sup>6</sup>Personal Interview, Mrs. Albert Ely, January 6, 1948.

<sup>7</sup>Supra, Recreation in Chapter V, p. 84.

about the improvement of the existing ones. Transportation to and from the area was improved as a consequence of the sudden influx of several thousand cadets accompanied by an increase in civilian population. Heretofore, there had been no attempt to obtain bus services for the inhabitants of the town. This was attributed to the desire of the Cotton Company to keep the town quiet and exclusive, especially during the resort season; therefore, it was supplied with bus services quite by chance.

In 1941, the Phoenix City Bus Company took advantage of the possibilities of providing transportation to and from Luke Field. Their busses were first routed by way of Glendale; but it was not long until the Goodyear Aircraft Corporation was in operation, and the bus route was extended to it through Litchfield Park. At first the busses ran on hourly schedules; however, it became necessary to change the schedule to half hour intervals, and in addition convoys were run during the shift hours to accommodate the large business. The Litchfield Park residents were pleased with the schedules which enabled them to reach Phoenix or any of the neighboring areas within an hour. Since the close of the war, and the subsequent deactivation of Luke Field, the schedules are again on an hourly basis from six a.m. until eleven p.m. The route has been changed and shortened but schedules are still met at the Field to accommodate the residents of the housing project

there.<sup>8</sup>

Due to the vast expansion in the Litchfield vicinity, Central Arizona Light and Power Company found it necessary to expand its system in that area during the war. In 1941, the power company purchased the twenty-five cycle transmission system which had been operated by the Southwest Cotton Company. The cotton company had grown tired of maintaining the transmission lines and were willing to sell when the power company offered them a liberal rate. The system was changed to sixty cycles and a new substation was built on land sold to the power company. Later two dwellings were built on this land as residences for the assistant manager and a foreman of the Western District.<sup>9</sup> During the war another transmission circuit was installed with additional substations in order to be able to furnish sufficient power for the Goodyear Aircraft and Luke Field. A new source of power was acquired from Parker Dam in 1942 which provided adequate supply; however, the entire system was heavily overloaded. A gas line was laid to Luke Field in 1941, then later extended through Litchfield to the Goodyear Aircraft. Eventually, a distribution system for gas was extended to every house in Litchfield Park. This was a vast improvement for the town, since

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<sup>8</sup>Personal Interview, C. E. Duncan, Chief Supervisor of the Phoenix City Bus Co., December 3, 1947.

<sup>9</sup>Central Arizona Light and Power Company, Annual Report, 1941, p. 7.

it solved the heating and cooking problems.

The existing telephone system was not adequate for the community after the beginning of war activities in the area. A new system was installed at Luke Field by the Mountain States Telephone and Telegraph Company; and the Southwest Cotton Company sold its exchange in July 1941, to that company. A completely new modern dial system, which was operated out of Glendale, was installed in Litchfield Park. The number of telephones increased from thirty-three to 613 during the war.<sup>10</sup>

The establishment of an airplane parts factory by Goodyear Aircraft Corporation, near Litchfield Park, came soon after the building of Luke Field. It was located on leased land on the southern boundary of the Southwest Cotton Ranch. Paul W. Litchfield had been making a study of conditions to find ways by which his company could assist the government in its defense program. He became convinced that increased aircraft production was the most important factor involved. Consequently, he was responsible for the decision of the Goodyear Aircraft Corporation,<sup>11</sup> to locate its parts factory in Arizona on the cotton ranch land. He believed it to be a good site for three reasons: first, better living conditions; second, cost of living less; and third, little

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<sup>10</sup>Letter, J. J. Harris to Susan M. Smith, Phoenix, Arizona, December 1, 1947.

<sup>11</sup>Supra, Organized by Goodyear through efforts of Paul W. Litchfield, Chap VI, p. 87.

industrial competition. The plant was to be located southwest of the intersection of Litchfield Avenue and Buckeye Road, and soon the construction work was in progress.

The plant was to be built in three sections, and work was begun on the first unit in August 1941. It was a standard type factory construction for a small parts plant 500 by 200 feet. The Goodyear Aircraft Corporation erected only the first two units planned, for by that time the war was in progress, and the Defense Plant Corporation built the other buildings and equipped the entire plant as a complete manufacturing unit under the sponsorship of the United States Navy Department, Bureau of Aeronautics.<sup>12</sup>

Soon after the buildings were begun, Paul Litchfield volunteered the facilities of his organization to the Navy and Consolidated Aircraft when they were seeking sub-contractors to aid in the production of big flying boats.<sup>13</sup> The initial contract of November 21, 1941, was a sub-contract from Consolidated Aircraft Corporation calling for 352 flight decks for the Navy PB2Y-3 airplane. The plant was under production by December 31,<sup>14</sup> but before it went into operation the Navy Department had authorized the establishment of the

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<sup>12</sup>Naval Aviation History, Bureau of Aeronautics, Section I, Part I, pp. 1-4. (Hereafter cited as Naval Aviation History).

<sup>13</sup>Stephen C. Shadegg, "Goodyear," Arizona Highways, May 1943, p. 15.

<sup>14</sup>Naval Aviation History, Section I, Part I, p. 5.

office of Resident Inspector of Naval Aircraft to be located at the factory, effective November 1. It was to be under the jurisdiction of Inspector of Naval Aircraft, San Diego, California. Arthur Barrett, a civilian, was the first inspector. He was to work in conjunction with the plant and assist and encourage the contractor to secure efficient operation of plant facilities.<sup>15</sup>

The urgency of the war caused the building program to be speeded up and expanded. By September 1942, the second unit had been completed and plans were under consideration for the enlargement of the plant to that of twice the original plan. The original plant would have required 1,500 workers, now 6,000 were needed.

Under advisement of the Bureau of Aeronautics, it was planned to use the third unit for a Navy Modification Base.<sup>16</sup> To prepare for this work, a crew of special workers was sent to New York to work on the modification of the PB2Y-3's. In July, 1943, another crew was sent from the plant to Tucson where they began modification work on the PB4Y-1's. The Litchfield plant did its first work on the modification of PB4Y-1's after a "Liberator" arrived on the field August 12.<sup>17</sup> So efficient was this department that

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<sup>15</sup>Naval Aviation History, Section I, Part I, p. 1.

<sup>16</sup>Ibid., p. 10.

<sup>17</sup>Ibid., p. 14.

445 Liberators were modified by September 1945, besides a large number of PB4Y-2's, and several other special jobs.<sup>18</sup> The plant became the first war plant in Arizona to obtain the coveted Army-Navy "E" Award which it received May 1, 1943.<sup>19</sup> An elaborate Army-Navy "E" Show was held on May 29, for the formal presentation of the award. Distinguished guests who attended were: Rear Adm. Ernest M. Pace, Jr., USN and Brig. Gen. Alvan C. Kincaid, AC, Commanding General, 37th. Flying Training Wing, Luke Field. The ceremonies were climaxed at a banquet held at the Wigwam in Litchfield Park.<sup>20</sup>

In the meanwhile three brick buildings were constructed along Litchfield Avenue, east of the plant. The first to be completed and occupied was the engineering building in 1943. The cafeteria and administration building were ready for occupancy later because their construction had been delayed in order to push production. Temporary offices were set up in one corner of the plant until the administration building could be occupied.

The organization of the Arizona Division of the Good-year Aircraft Corporation was made up of twenty key men with R. A. Hudson as general superintendent.<sup>21</sup> The plant

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<sup>18</sup> Naval Aviation History Section III, Part 3, p. 10.

<sup>19</sup> Ibid., Section II, Part 3, p. 10.

<sup>20</sup> Arizona Republic, May 28, 1943, Section 2, p. 12.

<sup>21</sup> Naval Aviation History, Section II, Part 1. p. 3.

management was faced at the outset with three major problems, namely: recruiting labor, providing housing, and furnishing transportation. Workers came from all walks of life. There were cowboys, lawyers, salesmen, housewives, clerks, and teachers, to mention only a few of the occupations represented. Almost every unemployed person in the community found employment at the plant.

Less than twenty-five per cent of these laborers were trained mechanics; therefore, a training organization was set up for inplant training. It continued throughout the period during which the plant was in operation, and much of the success of the plant in filling its contracts should be attributed to this training. By 1942, 4,783 workers were employed and the number steadily increased until January 1945, when the peak of 7,500 was reached; but from that time there was a gradual reduction until the end of the war.<sup>22</sup>

Goodyear Aircraft was especially fortunate in maintaining peaceful relationships between labor and management. These conditions were made possible by the creation of a labor management committee in June 1942.<sup>23</sup> It was the first labor management committee in the State of Arizona. As a result of this action, no serious labor disputes disrupted the production program.

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<sup>22</sup>Naval Aviation History, Section II, Part 2, p. 1.

<sup>23</sup>Ibid., Section II, Part 3, p. 2.

Provision for the housing of the employees became a more serious task than obtaining the workers. The first influx of laborers to the area resulted in the inauguration of a building program and the growth of a community which later developed into a separate town. Space was allotted for a trailer court across from the administration building site. However, in a short time large numbers were in need of houses. Requests were made to the Federal Housing Authority for assistance. Consequently, eighty temporary defense housing units were constructed east of the trailer court. It became known as Avondale Circle. In the meanwhile, the Del E. Webb Construction Company was building a housing project, east and north of the plant, consisting of 150 single family homes. These houses were frame stucco with built-in garages. They could be purchased by making a small down payment with the remainder to be paid like rent. The sale price on these houses ranged from \$3,800 to \$4,200. This project was not adequate and the housing shortage continued.<sup>24</sup>

By October 1943, twenty-eight prefabricated houses, built by the Southwest Cotton Company under the supervision of Cecil Palmateer, had been placed adjacent to the trailer court. Simultaneously a new subdivision was under construction north of the Del E. Webb project. It consisted of sixty-nine frame stucco units, and some of these houses provided

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<sup>24</sup>Naval Aviation History, Section I, Part 1, p. 10.

homes for two to four families. They were to be ready for occupancy by December 1, 1943.<sup>25</sup> In the meanwhile, workers who could not obtain living quarters in the vicinity came from Phoenix and nearby towns by car or bus. The bus line established in 1941<sup>26</sup> was not adequate, therefore, the Navy secured a number of large trailer type busses to relieve the shortage.

By the end of the war and the subsequent closing of the plant, a majority of the people living in the new subdivision had purchased their homes. They obtained employment in Phoenix, in the Wingfoot plant, and at the adjacent Navy base when they were no longer employed at the plant. During the war there had been no time to consider city government for the town, but now the residents began to feel the need for cooperative action. A movement was begun in 1946, for the incorporation of the little city, and on November 19, 1946, it was incorporated with the name of Goodyear.<sup>27</sup> City officials were appointed who acted until the first election was held in May, 1947. William Killip Jr. was elected as the first Mayor with James Nesbit, Perry Burdick, Cecil Palmateer, and Omer Smith as Councilmen.

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<sup>25</sup>Wingfoot Clan, October 7, 1943.

<sup>26</sup>Supra, Chap. VI, p. 92. Reference to first bus line from Phoenix to Luke Field.

<sup>27</sup>Goodyear, City File,

Ben H. Veneklasen was selected as the first city clerk.<sup>28</sup> In the meanwhile, a city hall was built which faced Litchfield Avenue.

Today Goodyear is a thriving little community with a population of 1,454. A weekly newspaper, The Westside Enterprise, published there by Eugene Ely, serves the entire area including Litchfield Park and Avondale. Since the town lies within the Avondale school district, its children attend the Avondale grammar school. No churches have been erected and the residents continue to attend services at Litchfield Park or Avondale churches. As housing is made available in larger centers some residents are moving away—thereby, leaving vacant buildings behind. Since the community no longer offers economic advantages to its residents, its future is unpredictable.

An additional activity was established near the Aircraft Corporation plant in October 1943, by order of the Secretary of the Navy. It was the United States Naval Air Facility, now known as the Litchfield Park Air Facility.<sup>29</sup> It was installed to work in conjunction with the aircraft corporation; its chief function was to commission the aircraft which was being modified at the adjacent plant. The facility was under the administration of the Commanding

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<sup>28</sup>Personal Interview, Ben H. Veneklasen, May 12, 1948.

<sup>29</sup>Navy Department Directives, Litchfield Park, Air Facility Files.

Officer at San Pedro, California, with Lt. R. F. Yambert as officer in charge until December 4, 1944, when it became an independent activity.

When the aircraft corporation closed late in 1945, the primary function of the Air Facility became the preservation and storage of the Bureau of Aeronautics' pool aircraft. By the close of 1947, 1,000 planes had been stored there and more were to arrive shortly. The Facility was given an additional function on May 1947--that of servicing transient naval aircraft, and a little later it was designated as a ferry stop on the Navy's Transcontinental Ferry Route.<sup>30</sup>

After V-J Day, most of the contracts of the aircraft were cancelled and the plant was soon closed. Shortly after the closing of the plant the Goodyear Tire and Rubber Company exchanged its interests in the Arizona plant with the Reconstruction Finance Corporation for property in Akron, Ohio.<sup>31</sup> The War Assets Administration disposed of the machines and equipment leaving the vast buildings, representing between seven and ten millions of dollars, idle and vacant. However, requests have been made for the complete restoration of the modification plant, but no decision has been made.

The housing shortage in the entire area brought about the crystalization of another plan which Paul Litchfield

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<sup>30</sup> News Article, "Naval Aviation", Air Facility, Litchfield Park, January 6, 1948.

<sup>31</sup> Arizona Republic, November 15, 1947, pp. 1-2.

had had in the back of his mind for some time. He wanted to devise a means to provide a low priced modern home which low income families could afford to own. The demand for housing in the area, while the war activities were in operation, gave Litchfield the opportunity he had been waiting for; and a new subsidiary, the Wingfoot Homes, Inc., was organized in 1944 with Paul Litchfield and J. C. Thomas president and vice-president respectively. Litchfield chose a site for the new enterprise on the Goodyear Farms one-half mile north and west of Litchfield Park. A used hangar was purchased and erected for a pilot plant,<sup>32</sup> for the development and production of the Wingfoot prefabricated houses. Here the experimental work was done by L. T. Ostergren, plant manager, and a small staff of assistants. The Wingfoot Home with the unique telescoping bunks was the result. Jigs for making the various parts were designed, and all production technique was on the mass production basis. A skeleton crew was selected early in 1945, and the first house rolled off the assembly line March 15, 1945.<sup>33</sup>

The house produced was a complete home with the telescoping bunks for private bedrooms, a living room and kitchen combined, a bathroom, and a surprising amount of storage space. The portability of the house was its most

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<sup>32</sup>Goodyear, Annual Report, 1944, p. 4.

<sup>33</sup>Personal Interview, L. T. Ostergren, Wingfoot Homes Manager, December 29, 1947.

important feature. It could be transported by truck or freight in a compact package, due to the telescoping wings.<sup>34</sup>

The plant began operation in the midst of the war with no priorities and no government contracts. The problem of acquiring material was greater than that encountered by the average builder of the conventional type of house because this house required built in furniture, stove, ice-box and heating system, and all these articles were very difficult to obtain.

The organization of the plant was well planned. It consisted of the production and maintenance department headed by A. B. Steger; the purchasing department with K. R. Hines in charge; the works accountant, material, and personnel, headed by R. B. Estes; and the sales department with Carl Kraft as manager. During the first few months an average of two houses a day were rolled off the production line, but by 1947 four to six houses were completed a day on a one-and-one-half shift basis. At the peak of production 250 workers were employed, however, this number had been decreased to 200 by January 1948. This seems to be the average number to be employed under present conditions.<sup>35</sup>

The success in development and production at the Wingfoot Homes, Inc. has been attributed to the excellent

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<sup>34</sup>Personal Interview, Carl Kraft, Sales Manager, Wingfoot Homes, Inc., October 15, 1947.

<sup>35</sup>Personal Interview, A. B. Steger, May 4, 1948.

cooperation between the workers and the management. Each group has taken pride in their achievements. The workers have affiliated themselves with the American Federation of Labor, Building and Construction Union, and the plant maintains a union shop. Relations between the employer and employees have been harmonious with no strikes or lockouts during its operation. The writer from her own experience during two years residence in Litchfield Park has noted no dissatisfaction on the part of the employees.

The housing facilities of Litchfield Park were already over-crowded with the overflow from nearby war centers when the Wingfoot Homes Inc was put into production; therefore, it was necessary to make some provision for housing for at least a part of its employees. A new subdivision<sup>36</sup> for low price homes was opened up in the southwest section of the town, west of Litchfield Avenue. It was developed entirely of Wingfoot Homes. They were arranged attractively on streets running east and west. They made a colorful scene among the date palms which had already been planted there on the site. Utilities were extended to the sub-division which made it completely modern.

Litchfield Park was no longer an isolated village. The quiet and peaceful atmosphere had been shattered by the rumbling of transportation and the whirring of training planes.

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<sup>36</sup>Wingfoot Clan, March 6, 1945, p. 2.

It had been transformed from a town occupied by people with one aim and purpose to one with diversified interests and a broadened horizon; however, the majority of its residents were still employees of the Goodyear Company. The War activities had given the inhabitants a birdseye view of the vast preparation their government was making toward winning the war. They felt a fierce pride in the accomplishments of their community in the war effort. There were many beneficial improvements in the community as a result of the war, and the area, as a whole, had become more prosperous because of higher prices and wages.

## CHAPTER VII

### CONCLUSION

Litchfield Park is today an attractive little city of approximately 1,000 population. It is composed of people who are interested in their work and bound together by common activities of the schools, churches, and recreational life of the community. Although the population became unstable during the war because of the nature of the activities in the vicinity, it has now become stabilized and fairly permanent again.

The town lies eighteen miles west of Phoenix on good highways which make it possible to enjoy the advantages of the city while residing in the quiet seclusion of a small town. During the summer months, it becomes a sleepy little village that is waiting for the renewal of the activities which come with the opening of school and the social whirl of the resort season which follows.

The passing of thirty years has seen the operation of Goodyear Farms diversified and mechanized. It has been called the largest of such operations in the entire country. Tractors, trailers, and other equipment roll on rubber. Goodyear has devoted land, men, and money to the cause of improving agricultural methods. It has been a "dirt Farm" which pays its own way. Its program has converted the desert

into a veritable garden. The apprentice farm project inaugurated by the company in 1937 has been successful and more land has been allocated to it. In the future the area may become a community of small farm owners, who are provided with modern conveniences, but whose prosperity will depend on the availability of water and their own ingenuity in diversified farming methods.

Throughout the entire project the ideals and dreams of an outstanding personage have been interwoven--ideals of a man who wanted to give others an opportunity to help themselves to success. Paul W. Litchfield, the founder and builder of Litchfield Park, was truly a great pioneer.

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