

P.W. Litchfield HERITAGE CENTER



History, Arts, and Culture of the Southwest Valley

SPRING 2026

Heritage Center Breaks Ground

Opening a New Chapter for Southwest Valley History, Arts, and Culture

The P.W. Litchfield Heritage Center is proud to announce the groundbreaking for our new facility, which took place on March 3, 2026.

The new Center will be housed in the repurposed historic Litchfield/Denny home, which was the vacation residence of Paul and Florence Brinton Litchfield and later the year-round residence of their daughter and her husband, Edith and Wally Denny. Once part of the larger Rancho La Loma property, a 21-acre hilltop portion on which the home is located was donated by the Dennys to the City of Litchfield Park.

The first phase will focus on renovation of the interior of the top floor of the home and will include eight galleries, a gift shop, break room, exhibit workspace, a new public entrance, refreshed landscaping, and a revitalized south-facing terrace with a view of the Estrella Mountains for gatherings and rental space.



Breaking ground are, from left, Jay Green, Waltz Construction; Neil Terry, Grace Design Studios; Herman Orcutt, Orcutt|Winslow; Lisa Hegarty, PWLHC; Joe La Rue, Sun Health; Judy Cook, PWLHC; Nancy Schafer, PWLHC; Mayor Tom Schoaf, City of Litchfield Park; Bob Field, PWLHC; and Mary Dickson, PWLHC.

Continued on Page 7

In This Issue

Tal'-wi-wi Milestone
The Story of U.S. 80
Millionaires Flight
Historic Preservation
Belén Soto Moreno
Oral History Project
Raceway History
Upcoming Events
Sponsors

Tal'-wi-wi Ranch Now Listed on National Register of Historic Places

By Margaret Truman Baker

The P.W. Heritage Center announces that the historic Tal'-wi-wi Ranch was officially listed on the National Register of Historic Places on November 14, 2025. The designation follows almost three years of work by a dedicated PWLHC team and is only the second

property in the Southwest Valley to ever receive this honor. No other farm in the state like Tal'-wi-wi Ranch has been listed in the Register.

Travelers along Litchfield Road between

Continued on Page 2

Tal-wi-wi

Litchfield Park and Surprise may recognize the two-lane stretch lined with palm trees just north of Olive Avenue—the heart of this storied property. Once a showplace known nationwide, the ranch was featured in dozens of newspaper and magazine articles, including two multi-page spreads in Arizona Highways in the 1940s.

The ranch's story is one of ingenuity and perseverance. Col. Dale Bumstead and his wife, Eva Whitten Bumstead, moved to Arizona from Chicago in their 50s and began transforming desert land in the early 1920s. Despite having no farming experience, they built a nationally recognized operation that later drew visits from both the Shah of Iran and the Prince of Saudi Arabia.

Their success stemmed from a groundbreaking approach to desert agriculture. The Bumsteads studied soil, water, and climate conditions and sought guidance from scientists, farmers, and the U.S. Department of Agriculture. The ranch eventually produced dates, citrus, and vineyards heavy with Cardinal grapes—the first successful commercial crop of its kind in the United States. Modern packing and shipping methods supported operations, including an on-site railroad spur named “Bumstead.”

The ranch also stood out for its progressive infrastructure. Worker housing included indoor plumbing, heating, and cooling—rare for the time. The property featured electric wells, a recycled irrigation system, and even a small airstrip, reflecting an early commitment to efficiency and conservation.

After Eva's death in 1937, Col. Dale continued refining operations, adapting to market conditions and investing in Hereford cattle. Following his death in 1952, the family



Col. Dale Bumstead

sold the ranch in 1977 to Midwest oilman Robert McGee, who later traded it to the City of Phoenix around 2000.

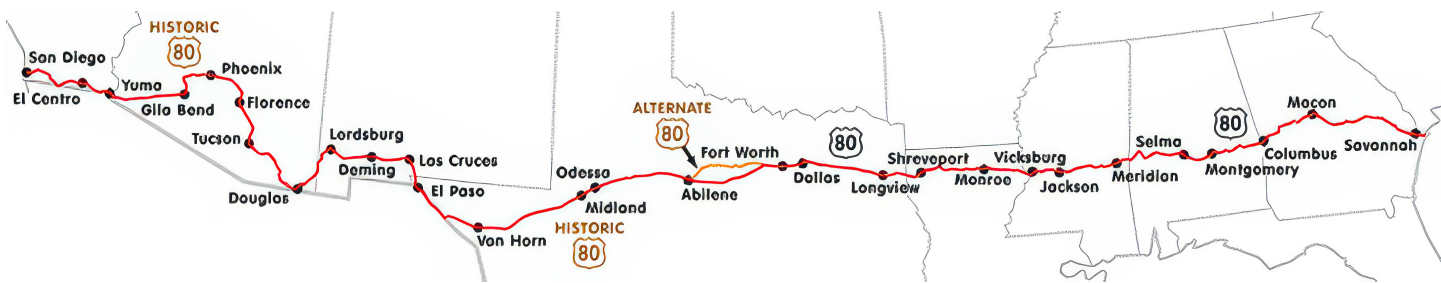
For years, a roadside sign highlighted the City of Phoenix's role in preserving agricultural land to protect Luke Air Force Base. In 2023, however, the city moved to sell the north half of the ranch—455 acres—for commercial development.

In response, Margaret Truman Baker and Karen Krause, both with ties to Waddell, began compiling the ranch's history and pursuing National Register designation. A 245-acre core containing the historic structures was identified for preservation. The P.W. Litchfield Heritage Center supported the effort, joined by agricultural expert J. Woodfin “Woody” Thomas.

Originally 1,120 acres, the ranch now spans more than 800 acres after a parcel was sold in the 1950s. The long-term goal is to secure an Agricultural Land Conservation Easement to keep the property in active agriculture and help protect Luke Air Force Base. Failing that, preservation efforts will focus on safeguarding the historic core while allowing surrounding development.

Regardless of the outcome, the Heritage Center is committed to preserving the legacy of this remarkable operation. Building on this success, the Center has established a Historic Preservation Committee to pursue additional National Register listings. Nominations for Rancho La Loma and the Goodyear Farms Historic Cemetery are currently under review.

Expanding the number of local sites and buildings on the Register helps preserve the region's history, strengthen community identity, and create new opportunities for heritage tourism.



The Story of U.S. 80

A Journey Across America's Other Mother Road

By Bob Field and Lisa Hegarty

On November 11, 1926, the American Association of State Highway Officials (AASHO) officially established the U.S. Highways numbering system, marking a milestone in American transportation history. Among the original routes were U.S. 80 and its celebrated counterpart, U.S. 66 (Route 66), both recognized as integral parts of a network designed to span the nation. This network of highways would soon crisscross the United States, connecting distant cities and communities and ushering in a new era of mobility.

The origins of U.S. 80 in Arizona trace back to the Mexican-American War, which according to the Arizona

Department of Transportation, included portions of a wagon route carved out by Lt. Col. Philip St. George Cooke and the Mormon Battalion between Santa Fe and San Diego. U.S. 80's path also loosely followed the historic Butterfield Overland Stage route across Arizona, blending new infrastructure with the trails of the past.

The rise in popularity of automobiles in the early 20th century created a need for improved and standardized roadways. Organizations such as the Automobile Club of Savannah championed the idea of a coast-to-coast highway, hoping to make Savannah, Georgia, the eastern terminus of a year-round transcontinental route. Determining U.S. 80's precise path

became contentious, with multiple cities vying for inclusion. In California, competition for the western terminus sparked competition between San Diego and Los Angeles. In 1912, the rivalry culminated in a race to Phoenix. San Diego's team completed the 360-mile journey in 19 hours, while Los Angeles' entry, traveling through Blythe, broke down and failed to reach Phoenix.

Constructing U.S. 80 was a formidable task. Some segments were built using the labor of incarcerated laborers, and early stretches of the road posed significant challenges to travelers, demanding both preparation and courage to traverse. A stretch of the route from Yuma to San Diego made of planks across the desert sands was especially treacherous. The Imperial Valley Press printed a warning to "autoists" from the El Centro branch of the Automobile Club of Southern California on April 29, 1919, saying, "Cars are injured in the drive, engines are racked and shattered, and in many cases the machines have to be pulled many miles by teams." The article also warned of the risk "of suffering and death" and that "parties attempting it suffer from thirst and are sometimes in danger of death, as there is little chance of succor arriving unless a call for aid reaches Holtville or Yuma."



Executive Director

Lisa Hegarty

Board of Directors

Executive Committee

Bob Field, President
Mary Dickson, Vice President
Nancy Shafer, Secretary
Karen Krause, Treasurer
Judy Cook, Past President

Board Members

Suzanne Allen
Chuck Emmert
Linda Lamm
Mark Pelletier
Ruben Rosales
Libby Hilton Rouse
Gilbert Soto
Meredeth Stucky

Board Member Emeriti

Sara Homan
Robert McMillan, DDS

General Counsel

Paul J. Faith, Esq.
FAITH LAW, P.L.C.

Research Consultant

Dr. Gloria Cuádriz, ASU Associate
Professor, School of Humanities, Arts,
and Cultural Studies

Special Thanks

The City of Litchfield Park

MUSEUM HOURS

Wed., Thurs., & Friday 10 a.m. – 4 p.m.
Saturdays 10 a.m. – 1 p.m.

Summer hours (beginning May 27th)

Wednesdays 10 a.m. - 4 p.m.
1st Saturday of each month:
10 a.m. - 1 p.m.

MUSEUM LOCATION

13912 W. Camelback Rd
Litchfield Park AZ 85340
623-535-4414

U.S. 80

U.S. 80 was assembled from a patchwork of existing routes, each with its own history and identity. AASHO was commissioned to streamline this network and create a less confusing highway system. The roadways that became U.S. 80 were known by many names, including Ocean-to-Ocean Highway, Dixie Overland Highway, Old Spanish Trail, Lee Highway, Jefferson Davis National Highway, Bankhead Highway, and Broadway of America.

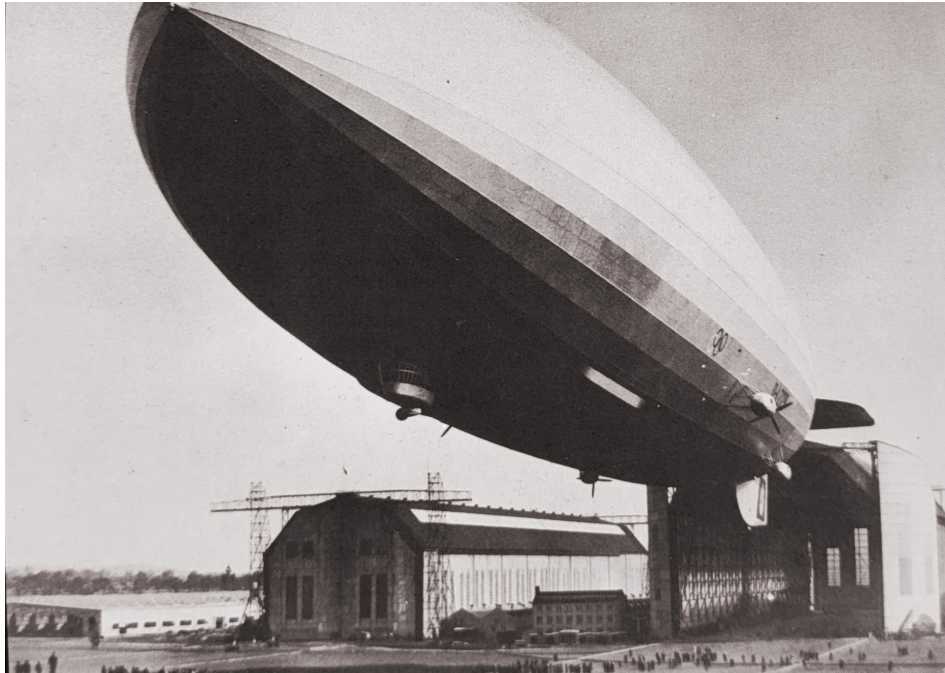
U.S. 80's impact on Arizona was profound. The Arizona Department of Transportation dubbed it the "Mother of Arizona Highways" for its economic influence on the cities and towns along its route. In the years following World War II, traffic on U.S. 80 even rivaled the legendary U.S. 66, cementing its role as a vital artery for commerce and travel in the Southwest.

The January 1956 issue of *Arizona Highways* dedicated to U.S. 80 included an article with over 30 photos and illustrations of landmarks such as the Chiricahua Mountains, Colossal Cave, and the Yuma Territorial Prison.

From Lordsburg, New Mexico, U.S. 80's route through Arizona headed south to Douglas, northwest to Bisbee then north through Tombstone, Tucson, and Florence toward Mesa, where it was funneled on to Main Street along with U.S. 60, 70, and 89. From there it continued to Apache Boulevard in Tempe, using the Mill Avenue Bridge to cross the Salt River. It entered Phoenix on Van Buren Street, which by the 1940s was known as "motel row." Colorfully named and themed motels like the Rose Bowl Motor Court and the Sea Breeze Tourist Village offered lodging to travelers.

The Guide to Touring Arizona produced by the Work Projects Administration government program in 1940 mapped out a tour from Phoenix to Gila Bend that brought motorists from Van Buren south on 17th Avenue to Buckeye Road, also known as Yuma Road. The guide described a bucolic landscape with fields of alfalfa, melons, cotton, grain, and lettuce as motorists entered the Southwest Valley. Twelve miles west of Phoenix, travelers would find a store, garage, service station, and cabins in Cashion before crossing cottonwood forests lining the Agua Fria riverbed to Avondale. The route veered southwest at Dysart to continue to Buckeye, but in the 1920s, as Wilbur Kaufman recalls in his book *Liberty, Arizona: Remembering Our Past*, U.S. 80 continued west on Yuma Road past Avondale to the community of Perryville. Nestled north of the highway near large cotton farms, this commercial center offered a car garage, grocery store, cabins, a bar, café, and a large swimming pool. From there the route followed Perryville Road south to Tamarack Corner, two miles east of Liberty. Amenities included a service station, toilets, and a kiosk where travelers could buy refreshments before venturing beyond Buckeye through the desert to Gila Bend, Yuma, and San Diego.

Highways like U.S. 80 revolutionized cross-country transportation, making it more accessible and attractive. As they stitched together far-flung communities, they brought the economic benefits of tourism. They also spurred the classic American family road trip, allowing many more travelers to see Arizona and the American West for the first time.



The *Hindenburg* lifting off at hangar at Friedrichshafen.

LUXURY IN THE SKY

In the fall of 1936, one of aviation's most remarkable promotional journeys took to the skies. On October 9, the German airship *Hindenburg* departed on what would become known as the "Millionaires Flight"—a 10½-hour excursion over New England designed to showcase the promise of luxury airship travel.

On board were 72 prominent passengers, including leaders in business, finance, and aviation. Their combined wealth was estimated at more than one billion dollars, earning the flight its memorable nickname. Among them were influential figures such as Nelson Rockefeller, Juan Trippe, Eddie Rickenbacker, and Paul Litchfield—individuals helping shape the future of global travel.

Departing from Naval Air Station Lakehurst, the *Hindenburg* followed a scenic route along the Hudson River and across New England, passing over cities including New York, Hartford, and Boston. Below, countless spectators paused



Lighter Than Air exhibit
sponsored by Flite
Goodyear

to watch the massive airship glide silently overhead.

Inside, passengers experienced a level of comfort rarely associated with flight—elegant dining, attentive service, and a smooth, quiet ride more akin to an ocean liner than an airplane. It was, for many, a glimpse into what the future of air travel might become.

Just months later, in May 1937, the *Hindenburg* was destroyed in a tragic disaster, bringing an abrupt end to the era of commercial passenger airships.

Today, stories like the "Millionaires Flight" help bring to life the innovation, ambition, and elegance of early airship travel—an experience visitors can explore in the Lighter Than Air exhibit at the P.W. Litchfield Heritage Center.

Adapted from material published by Airships.net.
—Chuck Emmert

Historic Cores Adapt as SW Valley Communities Grow

By Mary Dickson

The Southwest Valley’s landscape has undergone rapid transformation in recent years as growth and development reshape communities once defined by agriculture. In cities such as Goodyear, Avondale and Tolleson, historic downtowns are adapting in different ways—some reimagining their identities, others preserving ties to their past.

In Tolleson, change is especially visible along Van Buren Street, the city’s traditional main corridor. The area traces its roots to the 40 acres Walter Gist Tolleson subdivided from his 160-acre farm. Today, new development like the City Hall complex at 91st Avenue is mixed with historic buildings like the “Old Main” building of Tolleson High School at 94th Avenue. Built in 1927, just before the city’s incorporation, the school is the oldest surviving original structure along the street. While its interior has been modernized, the exterior remains intact.

Of the few original buildings between those landmarks, most date from the 1940s through the early 1960s, though many have been renovated. One notable exception is El Papas Restaurant, constructed in 1940. Its exterior retains its historic character, while the interior reflects more contemporary updates.

Tolleson is actively reshaping its downtown. Improvements include widened sidewalks, a narrowed roadway, added landscaping and outdoor seating, along with the “Paseo de Arte,” a public art initiative featuring multiple sculptures.

Avondale, with origins in the late 19th century, is the Southwest Valley’s oldest community. Along Western Avenue, many historic buildings remain in use, housing businesses such as Zamora’s, established in 1945, and the Pasta Factory, which dates to 1934. The Schneider family continues to operate two longtime landmarks—Coldwater Bakery, built in 1938, and the Avon, dating to 1940—both of which have served a variety of purposes over the decades.

Like Tolleson, Avondale is investing in its historic core. Street narrowing, additional parking, updated lighting, landscaping and new construction are gradually transforming Western Avenue while retaining its historic footprint.

In Goodyear, the city’s modern civic center has shifted development away from its original downtown. Still, historic structures remain at the intersection of Western Avenue and Litchfield Road. Business owner Sonny Gutiérrez has restored a block of red-brick buildings from the 1940s and

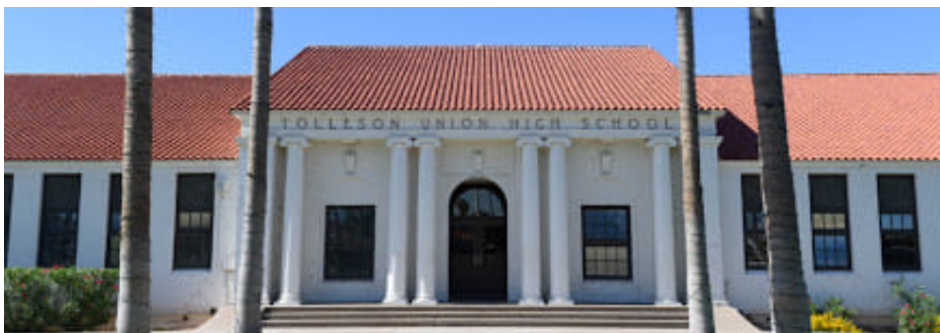


The Avon—Avondale

1950s on the northeast corner. Nearby, the former Goodyear Aircraft building has been returned to its 1940s exterior appearance, while its interior campus—now operated by Flite Goodyear—features new murals and workspace for local businesses.

Litchfield Park, incorporated in 1987, contains some of the region’s oldest surviving buildings. Originally planned for a different location, the adobe business block constructed in 1918 became the foundation of the company town established west of the Agua Fria River by Goodyear Tire & Rubber Co. executive Paul Litchfield. Today, the buildings’ exposed adobe walls and trussed ceilings remain visible features. In 1964, noted architect Bennie Gonzales added an arched façade to modernize the block, along with distinctive three-pole light sculptures—now a recognizable symbol of family throughout the downtown area.

Across the Southwest Valley, preservation efforts are helping maintain a sense of place while supporting local economies. Historic buildings, repurposed for modern use, continue to anchor these communities even as they evolve.



Tolleson Union High School—Tolleson

In Memorium



Belén Soto Moreno

Belén Soto Moreno

*Trailblazing Educator, Historian,
and Community Advocate Remembered*

1935–2026

The P.W. Litchfield Heritage Center remembers Belén Soto Moreno, a pioneering community figure and irreplaceable friend of this organization who passed away February 9, 2026, at the age of 90.

Belén was instrumental in preserving our Southwest Valley heritage by helping to record the oral histories of those who lived in the camps of Goodyear Farms, co-authoring *Los Campos* with Cruz Pariga Dominguez, a book documenting these communities. Her work helped document a unique history foundational to the region's narrative. Belén also served on the Litchfield Park Historical Society's board of directors from 2007 through 2009.

She was a trailblazer whose influence shaped both education and local history in Arizona. She was born on the Southwest Cotton Company's Marinette Ranch and grew up in Camp 54 of Goodyear Farms' Litchfield Ranch. Despite facing social and financial challenges, Belén became the first Mexican American woman from the West Valley to attend college.

She graduated as valedictorian from Litchfield High School in 1954 and later earned bachelor's and master's degrees in education from Arizona State University. Belén worked in the Avondale Elementary School District for 37 years, motivating countless students with her commitment and kindness. Belén and her husband Rudy were the first couple to be married at St. John Vianney Catholic Church where she was a long-time parishioner and lector.

Belén's enduring legacy is honored through Belén Soto Elementary School, a testament to her impact on education and community history.

Groundbreaking

The Southwest Valley, which includes Tolleson, Avondale, Goodyear, Litchfield Park and surrounding communities, has some of the most significant history in the state. The P.W. Litchfield Heritage Center aims to continue to preserve this heritage, collect overlooked stories, and incorporate history, arts, and culture programming.

We are excited to be part of the growing cultural community on the hill and anticipate strong partnerships with both the new Litchfield Park library and the Agua Fria Union High School District's Hilltop School for the Arts and Performing Arts Center as they continue to develop.

The Heritage Center is grateful for the generous \$1 million jump start to this project provided by John and Pamela Denny Blackford (Paul and Florence Litchfield's granddaughter). We also extend our deepest appreciation to all of our donors—your generosity, loyalty, and unwavering belief in the P.W. Litchfield Heritage Center have made this new chapter possible. Without your support, we would not be where we are today.

We are also grateful for the support of the City of Litchfield Park, whose collaboration has helped make this next phase possible.

This groundbreaking ushers in a new era for the region—rooted in a rich and dynamic heritage, driven by vision, and devoted to enriching lives through history, arts, and culture. To support the capital campaign and learn more, visit pwlhc.org/pw-litchfield-heritage-center.

Thank you to our Sponsors!

Tier 1 - \$1000



LA LOMA VILLAGE

www.sunhealthcommunities.org
14154 Denny Blvd.
Litchfield Park, AZ 85340
623.537.7450

Tier 2 - \$750



www.Oceano-Rentals.com
PO Box 2357, Litchfield Park, AZ 85340
602-884-8102, Charlie and Sue Salem



www.teematitle.com
108 N. Old Litchfield Rd., Litchfield Park, AZ 85340
623.289.7378

Tier 3 - \$500



www.wigwamarizona.com
300 E. Wigwam Blvd., Litchfield Park, AZ 85340

Tier 4 - \$250

Mary Cavanaugh-Marsh
Financial Advisor
EDWARD JONES

Paul J. Faith, Michael P. Faith
FAITH LAW P.L.C.

Peter Mahoney
Park Café, Old Pueblo Café,
Papa Paul's

Erica Zuniga
REALTOR
HomeSmart Elite Group



West Valley View archive photo by Jim Painter

In 1985, PIR owner Denny Wood, left, sold the racetrack to Emmett “Buddy” Jobe, right.

From Desert Gamble to NASCAR Crown Jewel

By Jim Painter

The history of Phoenix Raceway is more than a story of racing. It is a story of risk, persistence, and the gradual alignment of a struggling desert venue with a growing West Valley community—especially Avondale.

The raceway began as an ambitious vision in the mid-1960s. Scottsdale developer and amateur racer Richard Hogue saw potential in a stretch of desert west of Phoenix and set out to build what he called an “Indianapolis of the West.” Construction began in 1964, and by 1967 the one-mile oval—with its distinctive dogleg—was open.

Ambition, however, outpaced reality. In its early years, the track struggled to draw consistent crowds. The Phoenix area was still relatively

small, Avondale was largely agricultural, and finances were tight. Ownership changed hands multiple times, and for years the track’s future was uncertain.

Stability arrived in the mid-1980s with promoter Emmett “Buddy” Jobe, who kept the facility alive through lean years by booking races and building relationships within the sport.

In April 1987, lightning struck the main grandstand, causing a fire that forced reconstruction. The setback led to upgrades that helped modernize the track.

The turning point came in 1988, when NASCAR awarded the raceway its first Cup Series event, bringing national attention and larger crowds.

By then, the relationship with

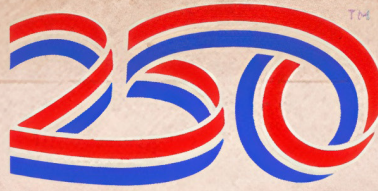
Avondale had also shifted. In July 1990, the city annexed the raceway and surrounding communities, allowing for better infrastructure, coordinated growth, and a share in the economic benefits of major events.

In 1997, International Speedway Corporation purchased the track, expanding seating and amenities as NASCAR surged in popularity.

Major changes continued into the 21st century. A 2011 reconfiguration reshaped the layout, followed by a \$170 million renovation in 2018–2019. The venue was renamed Phoenix Raceway in 2017.

In 2020, the track reached its peak as host of the NASCAR Cup Series Championship race—cementing its place among the sport’s premier venues.

AMERICA



Oral History Workshop

Document and preserve meaningful family and community stories



WHY ORAL HISTORY MATTERS

- Preserves the memories, wisdom, and lived experiences of older generations
- Captures personal details – emotions, context, and everyday life – that written records often miss
- Helps individuals connect with their own family history and identity
- Ensures voices and stories are not lost to time

WHAT YOU'LL LEARN

- Planning your oral history project
- Ethics and best practices for interviewers
- Preparing for and researching your subject
- Crafting effective questions and follow-ups
- Using photographs and documents to spark memories
- Recording techniques, including smartphone setups
- Lighting and audio basics
- Equipment and storage options
- Preserving interviews for family archives and future use

Led by oral historian Karen Krause and photojournalist Chuck Emmert, this workshop will teach you how to conduct meaningful, memorable interviews for posterity.

Saturday, May 16, 2026

1:30 p.m. – 3:00 p.m.

P.W. Litchfield Heritage Center
13912 W. Camelback Rd

REGISTRATION: Members: \$15

Non-members: \$20

For more information, visit: pwlhc.org/oral_histories/



Fundraising Gala Set for Flite Goodyear



Mark your calendar for November 14th! The West Valley Arts Council and the P.W. Litchfield Heritage Center proudly present “A Night to Remember,” a one-of-a-kind, large-scale fundraising celebration held at the historic World War II-era hangar at Flite Goodyear. This unforgettable, cocktail-

style event invites approximately 400 guests to experience the glamour and excitement of a 1940s nightclub, all while

supporting the arts, history, and culture of the West Valley.

Attendees will be transported back in time with a red-carpet welcome, a regional World War II history, wall of heroes, immersive military exhibits, live art, and a dazzling main stage. The evening features big band music, art-deco styling, lively entertainment, and dancing, creating a true USO-era atmosphere. Guests can enjoy themed bars, delicious food stations, and both silent and live auctions—including travel experiences to historic destinations.

“A Night to Remember” aims to raise funds, celebrate American history and the arts, and build community pride by highlighting the West Valley’s unique heritage. Save the date!

P.W. Litchfield Heritage Center Upcoming Programs and Events



Discovery Days

FREE

Explore local history through hands-on, family programming at the P.W. Litchfield Heritage Center, 13912 W. Camelback Rd

Plan your City

May 2, 10 a.m. – 1 p.m. & May 6, 10 a.m. – 4 p.m.

Learn how local cities developed and about the New Town Movement in Litchfield Park. Kids will design and create their own city in a hands-on activity.

Water in the Desert

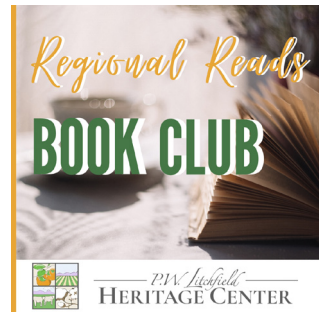
June 6, 10 a.m. – 1 p.m. & June 10, 10 a.m. – 4 p.m.

Water is life in the desert! Kids will explore this precious resource in Arizona.

Fun & Games

July 8, 10 a.m. – 1 p.m. & July 11, 10 a.m. – 4 p.m.

Learn to play classic games like marbles, jacks, and pick up sticks.



Regional Reads Book Club

FREE

Explore thoughtfully curated selections of non-fiction and fiction with a regional focus. Join us on the first Wednesday of each month at 6 p.m. for discussion and artisanal tea from Ribbons Tea House. PWLHC.org/book-club for more information.

Heritage Lecture Series

Dolan Ellis: Adventures of a Balladeer

Thursday, May 21, 10 – 11 a.m.

FREE

As Arizona’s Official State Balladeer for over 60 years, Dolan Ellis has had an illustrious career preserving Arizona’s history through hundreds of original songs and performances. Dolan will share his love of Arizona through stories from his new book, *Adventures of a Balladeer; an Inspiring Memoir on Listening to Your Inner Voice, Following Your Dreams, and Finding Your Hozho*

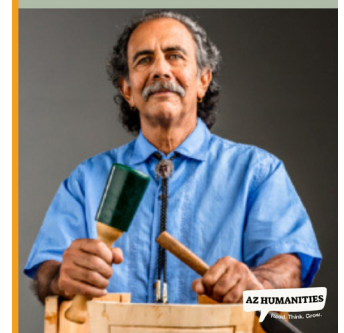
Goodyear City Council Chambers

1900 N. Civic Sq., Goodyear



Dolan Ellis

Our River Stories: The Gila and the Salt



Our River Stories: The Gila and the Salt

Thursday, July 16, 10 -11 a.m.

FREE

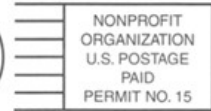
Join sculptor, muralist, storyteller and performance artist Zarco Guerrero as he shares the 2,000-year history of water through stories—from those of the O’Odham and Yaqui, to the Mormon settlers, to one of hope in restoration and justice. This program is made possible by Arizona Humanities.

Goodyear City Council Chambers

1900 N. Civic Sq., Goodyear



PO Box 1936
 Litchfield Park, AZ 85340
 Location Address: 13912 W. Camelback Rd.
 Email: office@PWLHC.org
 www.PWLHC.org
 623-535-4414



JOIN US! Become a Member Today!

P.W. LITCHFIELD HERITAGE CENTER 2026 Membership/Special Donation Form

January 1-December 31, 2026 membership year

Name _____ Spouse's Name _____

Mailing Address _____

City _____ State _____ ZIP _____

Phone _____ Email _____

Annual Membership Dues Single Adult \$35 Family \$45 Business/Professional \$60
 Contributor \$125 Benefactor \$300

I would like to make an additional Special Donation of: \$25 \$50 \$100 Other _____

Please make check payable to:

P.W. Litchfield Heritage Center

P.O. Box 1936

Litchfield Park, AZ 85340

Would you be interested in volunteering

for our organization? Yes

May we add you to our email list? Yes

We only send emails related to PWLHC events and activities. You may opt out at any time

The P.W. Litchfield Heritage Center is an official IRS 501 (c)(3) non-profit corporation and membership dues and other donations are tax deductible for persons who itemize.